VOLUME IV NUMBER 31 "Weekly News, Not Monthly History" August 17, 1967

CYCLE NEWS

25¢

110 Mile National Championship Story & Pictures

BSA-mounted Clutch Cargo (193) held on for the 500cc Expert win at Sunday's Ventura Scrambles, despite the flailing gyrations of Johnny Isaacs, who wound up second. Photo by Maureen Lee.

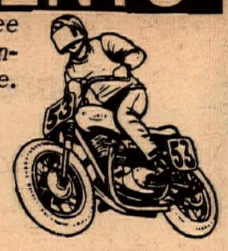
CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

"Let's Go To The Races"



1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

Sept. 2 Ascot T.T.
8 Ascot Nov. ½ Mile (Natl. Qual.)
9 Ascot 8 Mile National
Oct. 7 Ascot T.T.
Nov. 4 Ascot T.T.
10 Ascot ½ Mile (final)

AMA NATIONAL CHAMPIONSHIPS

Aug. 13 — 20-Lap TT, Peoria, Ill.
Aug. 18 — Formula C Short Track, Santa Fe Speedway, Hinsdale Illinois.
Sept. 3 — 7-Mile Dirt Track, San Jose, Calif.
Sept 9 — 8-mile Dirt Track, Ascot Park, Gardena, Calif.
Sept 16-17 — 24-Hour Marathon, St. Louis, Missouri.
Sept. 17 — 150-Mile Enduro, Schuyler City, New York.
Sept. 17 — 25-Mile Dirt Track, Sacramento, Calif.
Sept 24 — 75-Mile Road Race, Carlsbad, Calif.
Oct. 1 — 9-Mile Dirt Track, Oklahoma City, Oklahoma.
Oct. 1 — 135-Mile Enduro, Camden, New Jersey.
Oct. 8 — 100-Mile Enduro, Busti, New York.
Oct. 15 — 200-Mile Enduro, Old Mines, Missouri.
Oct. 15 — Sportsman Road Race, Miami, Florida

NORTHWEST M.C. ASSN CALENDAR

Aug.
13 Scrambles, Greater Seattle
20 — Kidney Fund Scrambles, Shelton, Wash.
21 — Drag Race (M.C.'s only) Puyallup Drag way.

September
3 — Scrambles, Port Angeles, Wash Olympic Pen. M.C.
10 — Ham Scrambles, Greater Seattle M.C.
17 — Road Race, Pacific Raceways, Seafair City M.C.
17 — Scrambles, Shelton, Wash. Shelton Trailblazers M.C.
17 — Tire Climb, Bellingham, Mt. Baker M.C.
17 — Indoor Sportsman Race, Bay View, Wash.
24 — Tire Climb, Jolly Rogers M.C.
24 Brush Poker Run, Everett M.C.
24 — Scrambles, Castle Rock, Wash. Mt. St. Helens. M.C.
24 — Indoor Sportsman Race, Bay View, Wash.

SCHEDULE OF AMA EVENTS FOR WISC., MINN., IOWA, MICH.

Aug. 10 —3 Star 1/3 mile, Sun Prairie, Wisc. Night. Wisc. State Champ.
Aug. 11 —3 Star ½ mile, $100 bonus to Expert winner, Kaukauna, Wisc. Night.
Aug. 12 —3 Star ½ mile, Mason City, Iowa. Night.
Aug. 13 —4 Star ½ mile, $100 bonus to Expert winner, $100 for Minn. State Champ. Day.
Aug. 19 —3 Star ½ mile, New Ulm, Minn. Day.
Aug. 21 —3 Star ½ mile, $100 bonus to Expert winner, Alpena, Mich. Night.
Aug. 27 —3 Star ¼ mile, West Union, Iowa. Day.
(Contact John Miller, 1713 Vahlen St., Madison, Wisc. 53704 for more info. Phone: 244-5847)

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

Aug. 20 ½ mile Converse, Indiana
Sept. 3 T.T. Ind. State Champ. Logansport, Indiana
Sept. 24 T.T. Mt. Meridan, Indiana
Oct. 8 T.T. Mt. Meridan, Indiana

NOTICE OF CANCELLATION

All races at the Dunes Speedway in Coos Bay, Oregon have been cancelled for this season.

EVERY TUESDAY NIGHT

A.C.A. SANCTIONED SHORT TRACK, pit gates open at 6 p.m. Adm. $1.50, children 8 and under free. 100cc & 250cc, races start at 8 p.m. at Trojan Speedway, located corner Long Beach Freeway and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance.

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK RACING Orange County Speedway, 100cc, 250cc and 500cc single Class A. First event 8 p.m., qualifying 7 p.m., pit gates open 6:30 p.m. Take Santa Ana Freeway to Laguna Canyon off-ramp, make left turn at first street Valencia, proceed approx. 2 miles to Orange Co. track. Running on big track.

EVERY THURSDAY NIGHT

A.C.A. SANCTIONED T.T. RACES at new Trojan Speedway, two classes 100cc & 250cc. Professional. Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time 8:15 p.m. Adm. $1.50. See directions under Tues. night short track.

EVERY FRIDAY NIGHT

AMA CLASS C HALF MILE, Every Friday. Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SHORT TRACK for 250s only at Hannagan track in Bellingham, Wash. Practice at 6 p.m.

SHORT TRACK RACING at Chico, Calif. AMA sanctioned. Located 14 miles south on Hwy 99E and Gage Shippee Rd. No brakes or shifting after start allowed. $1.50 ride or watch. Starting time 8:30 p.m., pit gate closes 8 p.m.

SCRAMBLES at HAYWARD SPEEDWAY sponsored by Hayward Motorcycle Club A.M.A. sanctioned. No phone entries will be accepted, class "C" tires only, no knobbies. All AMA classes, except women's events, all number plates must be legal size, signup: 4:00 until 6:00 p.m. Practice: 4:30 p.m. to 6:30 p.m. 1st race at 7:30 p.m. for further information call: Mel Selby (415) 783-9922.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SATURDAY, JULY 8—SEPT 2

QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654—9972 or 253—5782 or 695—7891.

EVERY SUNDAY, May 21- Sept. 23

PROFESSIONAL EIGHTH MILE Short Track. $200.00 purse. Classes for 100cc, 200cc, 500cc and Open. Practice at 4:30 p.m., racing begins at 6 p.m. For info. call (206) 695-7891. Aurora Speedway, Aurora, Washington.

EVERY 1st SUNDAY

BEARDSLEY RACETRACK MOTOCROSS Scrambles and TT. AMA sanc., Copper State Cycle Club. Located 25 miles northwest of Phoenix, Ariz. on U.S. Hwy 60.

NOTICE

The Sagehoppers 50-mile scrambles at Encitas was inadvertantly listed under the August 19 date for the past two weeks. The event is now listed correctly as taking place THIS weekend, August 13th. Cycle News apologizes for the previous error and asks readers to contact us and point out discrepancies in the calendar as soon as they are noticed so that we can set them right without delay.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy 118 between Hwy 34 and Moor Park, California. 20 minutes from Hollywood. Call (213) 421-3629.

AUGUST 7-13

NATIONAL SMILE WEEK—Officially designated by the U.S. Government, Chairman Johnny Carson. Let's see those pearly whites!

SATURDAY, AUGUST 12th

2nd ANNUAL MOTORCYCLE SHOW & FILM FESTIVAL from 1 p.m. on. Bring and display your bike. Enjoy the motorcycle movies. Everyone is welcome. Venice Library, 610 California Ave., Venice, Calif.

CANADIAN NATIONAL CHAMPIONSHIP ROAD RACES at Westwood Racing Circuit, 1.8-mile track 15 miles east of Vancouver, B.C., Canada.

SUNDAY, AUGUST 13th

50-MILER SCRAMBLES by Sage Hoppers M.C. at Encinatas. Limed from Interstate #5 (101) and San Marcos Rd. Practice 10 a.m. First race 11 a.m. for 100cc—all classes, including Experts. Second race 1 p.m. for Experts of all displacements except 100cc. Third race 3 p.m. for Novices of all displacements except 100cc. Ambulance, heads, lunchwagon. $3.00 entry fee, no admittance charge. For information call (714) 753-2907.

SIMI VALLEY M.C. goes to Elsinore for a TT Scrambles. AMA sanctioned, Dist. 37 points. Small bore at 8 a.m., big bore at 12 p.m. Trophies will be presented at the race.

NINTH ANNUAL SISSY RUN, hare scrambles by Dusters M.C. Dist. 37 points, AMA sanc. Start at 9:30 a.m., limed from Adelanto and Hwy. 395 and from Sun Village and Palmdale. Entry fee $3.25. Big bikes 3 loops, 18 miles; trail bikes 2 loops.

BENEFIT RUN - by the Highway Kings for Rancho San Antonio Boys Town. Will incl. "motorcycle blessing." Scenic highway ride, AMA sanct. Donation $1.50. Starts 8 a.m. to 9:30 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles Deadline 2:30 p.m.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Novices, Am and Experts, will run for 40% of the gate. AMA sanct. Race begins at 6 pm, Adm $2.00 adult.

AMA SANCTIONED Scrambles at Fremont, Calif. Loczted next to drag strip on Durham Rd., off Nimitz. Presented by Fames M.C. Signup and practice 9 a.m. to 11 a.m. All Dist. 36 classes, except women. Class C traction. Tech inspection at gate. $1.50 ride or watch. Events start at 12:30 p.m.

HI-JINX ENDURO RELAY AT RIVERSIDE sponsored by Hi-Jinx Family Motorcycle Club. Three hours in length over a challenging course. 125cc limit per bike. 225cc top per entry. Two riders on two bikes, two riders on one bike, etc. Riders meeting at 9:30 a.m. Pre-entry at Jenkins Sport Center in Norwalk $2.50 per person, at post $3.00. Take Riverside Freeway to Central Ave. in Riverside, go east and follow the lime from the freeway.

OLD FASHIONED ROUGH SCRAMBLES moto-cross presented by Nevada Trailblazers, limed from Sparks Nugget in Sparks, Nevada. AMA snac., 2-mile course, signup 9 a.m., first race 10 a.m. $1.75 to ride, refreshments available.

MONDAY, AUGUST 14th

AMA DIST. 36 REFEREE'S MEETING at 8 p.m., Oakland M.C. Clubrooms, 36th and San Pablo Ave., Oakland.

SATURDAY, AUGUST 19th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SUNDAY, AUGUST 20th

DESERT CHALLENGERS present European Scrambles at Deadman's Point. Seven separate one hour races for machines ranging from trail bikes to open. First race at 8 a.m. Genuine AMA point run. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

RAINBOWS FIFTH ANNUAL POKER RUN. Start 8 to 9:30 a.m. at Long Beach Harley-Davidson, 3654 Long Beach Blvd. Donation $1.50. Approx. 120 miles. Coffee and doughnuts at start.

AFM ROAD RACE by San Francisco Chapter at Cotati Raceway, Cotati, Calif. All production and G.P. classes will run. Signup closes at 10:30 sharp, tech. inspection closes promptly at 11:00 a.m.

SCRAMBLES at Perris, sponsored by Sportsmen M.C. AMA sanc., Dist. 37 points. Safety check 7 a.m., lightweight practice 8 a.m., signup closes 8:30. Big bike practice 11:30 a.m., signup closes at noon.

BENEFIT SPORTSMAN SCRAMBLES by Los Gatos M.C. at the Hall Ranch, Uvas Dam, limed from Hwy. 101. Benefit for Mel Clewett, $1.50 ride or watch, men's classes only. Signup closes 11 a.m., practice 9-11:30 a.m., first race 12 noon. Trophies and refreshments.

AMA SPORTSMEN ROAD RACING at Carlsbad Raceway. Sponsored by Playboys M.C. Races for classes of Grand Prix machines plus a production class for street lightweights. Pit gate opens at 9 a.m., closes at 11:30 a.m. Race 1:30.

FRIDAY, AUGUST 25th

ONE-MILE CLASS C AMA RACE at State Fairgrounds, Sedalia, Mo. Time Trials 1 p.m., races 2 p.m. For info contact Scanlon's Promotions, 3001 N. 9th St., St. Joseph, Mo.

SATURDAY, AUGUST 26th

SIXTH ANNUAL OREGON STATE TT SCRAMBLES at Josephine County Fairgrounds, Grants Pass, Ore. by Rogue Valley Riders M.C. AMA sanc. sportsman event. $1000 worth of trophies, Class C equipment required. Entry $2.00 (riders' wives and children free). Signup 4-9 p.m. Aug. 25, 8 a.m.-12:30 p.m. Aug. 26. Heats at 1 p.m., mains 8 p.m. For info call (503) 476-2180 or (503) 476-4018.

AUGUST 26 & 27

DIST. 37 GRAND PRIX — Desert and Scrambles points. Lightweights Sat., big bikes Sun. First race 8 a.m. both days. Camp overnight. Entertainment Sat. Nite. Dancing. New course at Bay Mare, limed from 3 mi. west of Moor Park on Hwy. 118. For info. (213) 894-2093.

JC AGAJANIAN PRESENTS

T. T. RACING
AMA SANCT.
FIRST SAT. OF EVERY MONTH
PRACTICE 7p.m RACES START 8:15 p.m.

FLATTRACK RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START
★★★★★
At Ascot Park 183rd & Vermont — Off Harbor Freeway

SUNDAY, AUGUST 27th

SUNNY VALLEY TT SCRAMBLES CHAMPIONSHIP at Sunny Valley Speedway, 14 mi. north of Grants Pass, Ore. Practice 11:30 a.m. to 12:30 p.m., race time 1 p.m. Entry $2.00, pitmen $1.00, riders wives and children free. Minors must be accompanied by adult to sign release. For info on additional races contact Sunny Valley Speedway, 420 Crestview Loop, Grants Pass, Ore. 97526.

STEEPLECHASE TT at Capitol Speedway in West Sacramento, No. An, & Ex. will run for 40% of the gate. AMA. Race at 6 pm.

ACA MOTO CROSS brand new track located at Forst Ranch on Hwy. 99 approximately 1½ miles north of the Los Angeles Honor Farm on the west side of the Hwy. going toward Bakersfield. European type moto cross, concessions & toilet facilities will be available. Admission; $1.50, riders entry $3.00. Riders medical insurance provided as well as ambulance service. Practice 10:00, first event 12:30. All classes 100cc thru open.

HALF-MILE CLASS C AMA RACE at State Fairgrounds, Sedalia, Mo. Time trials 7 p.m., races at 8 p.m. Contact Scanlon's Promotions, 3001 N. 9th St., St. Joseph, Mo. for more info.

SIXTH ANNUAL SCRAMBLES by Salinas Ramblers and Salinas Elks Lodge for benefit of Elks' Cerebral Palsy Fund. No classes under 200cc, 6 make a class. Race time 11 a.m., practice 7:30-10:30 a.m., signup closes 10:30 a.m. Man Mile Trophy, best appearing rider and machine trophy, 4-ft. high trophy for 40" class winner. Entry $2.00 for riders and pitmen. Donation $1.50, under 12 free. Added attraction sidecar race. Refreshments.

THURSDAY, AUGUST 31st

SHORT TRACK – J.C. Agajanian promotes, AMA sanct. at Antelope Valley Fairgrounds, Lancaster, Calif. $600. purse. Pits open 5 p.m., time trials 6 p.m., Races start 8 p.m.

SATURDAY, SEPTEMBER 2nd

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SUNDAY, SEPTEMBER 3rd

7 MILE AMA NATIONAL CHAMPIONSHIP at Santa Clara County Fairgrounds in San Jose, Calif. Amateurs and Experts only on the half-mile. Pit gates open at 8 a.m. Practice at 9 a.m. Time Trials at 11:30 a.m. First race at 2:30 p.m. Barkheimer-Murrell promoters.

SEPTEMBER 3rd & 4th

2nd ANNUAL 24-HOUR ENDURO at Thornton, Colorado. Presented by The Wheels Inc., trophies for all classes plus 50% of the gate to winners. Only event of its kind in U.S. Pre-registration required, only 100 bikes accepted, must have lighting epqt. Entries close Aug. 20. Two riders, one machine, 2-hour turns. Entry fee $10 per rider. Contact J.C. Norton, 9461 Lillian In., Thornton, Colo. 80229, phone 287-4583.

MONDAY, SEPTEMBER 4th

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two ten-mile loops. Trophies to 40% of the entries will be presented after the race. Shaded picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

SATURDAY, SEPTEMBER 9th

8-MILE NATIONAL CHAMPIONSHIP DIRT TRACK RACE, Ascot Park, 183rd & Vermont, Gardena, Calif.

PACIFIC SOUTHWEST CHAMPIONSHIP Hare & Hound by Victors MC which ran April 9 will be shown on ABC "Wide World of Sports" at 5:00 p.m. (Channel 7). Be sure and watch, especially if you were one of the 801 entries.

SUNDAY, SEPTEMBER 10th

OPEN ROAD RACING at Westwood Racing Circuit, 1.8-mile track 15 miles east of Vancouver, B.C., Canada. Contact Westwood M.C. Racing Club, P.O. Box 91, South Burnaby, B.C., Canada for further info.

CALIF. STATE CHAMPIONSHIP HARE & HOUND sponsored by Shamrock M.C. Starts 10:00 a.m. All cheater will be discriminate against! $4.25 entry fee. Trail bikes ride first loop. Limed from turn-off Red Rock Canyon, 17 miles North of Mojave, California.

SATURDAY, SEPTEMBER 16th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SUNDAY, SEPTEMBER 17th

ACA ROAD RACE RIVERSIDE INTERNATIONAL RACEWAY. All classes, G.P. and production, pit gates open at 8:30 a.m.

SEPTEMBER 21st – 24th

WORLD ON WHEELS SHOW, sponsored by Chariots of So. Calif. Open to antiques, classic, sports cars, motorcycles, customs, hot rods. Located at the Hollywood Palladium 6215 Sunset Blvd. Hollywood. Entry application may be secured by writing to "A World of Wheels", show committee, P.O. Box 61, Lynwood, Calif.

SUNDAY, SEPTEMBER 24th

CROSS COUNTRY DESERT STYLE sponsored by the Everett M.C. of Everett, Wash. 100 miles of desert riding near Vantage on U.S. Hwy. 10, ½-hour drive east of Ellensberg. Entry fee $3.00 can be sent to Everett M.C., 11314 2nd Pl. West, Everett, Wash. 98201 no later than Sept. 16. Post entries accepted, $5.00. Come Sat. and spend the weekend; camping space, fun and games, trophies galore, AMA sanct.

SATURDAY, SEPTEMBER 30th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SATURDAY, OCTOBER 1st

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SATURDAY, OCTOBER 14th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SUNDAY, OCTOBER 15th

AUTUMN TROPHY ROAD RACES at Westwood Racing Circuit, 1.8-mile track 15 miles east of Vancouver, B.C., Canada. Contact Westwood M.C. Racing Club, P.O. Box 91, South Burnaby, B.C., Canada for further info.

NOVEMBER 11th and 12th

DIRT DIGGERS 9th ANNUAL GRAND PRIX and 2nd International Moto Cross. Entries open Sept. 15 and close midnight Oct. 23. Mail entry only. $100.00 post entry fee. All classes. Start position determined by postmark. Limited number. Watch Cycle News for entry address and further details.

FRIDAY, DECEMBER 15, 1967

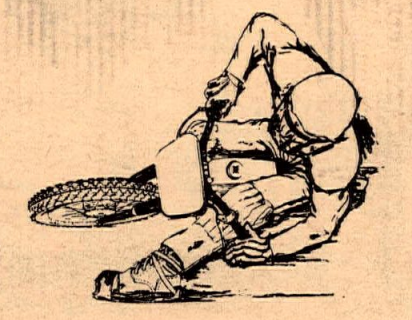
PRIZE PRESENTATION — to winners of Cycle News' annual Machine of Your Dreams contest. Grand Prize and First Prize winner will be notified earlier and will be on hand to accept their "Dream Machines." At Cycle News office, 6477 N. Long Beach Blvd. 7 p.m.

THURSDAY, DECEMBER 21, 1967

LAST ISSUE OF CYCLE NEWS FOR 1967— Volume IV Number 50 of Cycle News, the last issue before annual 2-week vacation, will go on sale on this date.

THURSDAY, JANUARY 11, 1968

FIRST ISSUE OF CYCLE NEWS FOR 1968— We'll be back in dealers' stores, on newsstands, subscribers mailboxes and vending racks with a new look for '68!



HOTSHOE

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Attach here old address label from CYCLE NEWS

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(Be sure and include Zip code.)

Allow two weeks for address change.

This run is dedicated to the members past & present who are serving in the Armed Forces..

DISTRICT 37 PRESENTS

M.C. GRAND-PRIX

AUG. 26-27 1ST RACE 8:A.M. BOTH DAYS

LT. WT. SAT. AUG. 26 • HVY. WT. SUN. AUG. 27 • GRADED AND VIRGIN COURSE 1½-2 MI. LONG • COME SAT. WATCH OR RIDE AND STAY OVER THRU SUN. • CAMPING AVAILABLE....

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BIG DOINGS SAT. NITE ·· AMATEUR HOUR 7-9

CASH PRIZE ·· BRING INSTRUMENTS

DANCE TO LIVE MUSIC 9-2 A.M.

POINTS FOR BOTH DESERT & SCRAMBLE RIDERS • ACCORDING TO FINISH POSITION •

RACE ENTRY FEE $4.00 • LINE FROM APPROX. 3 MI. WEST OF • MOORPARK ON HWY. 118 •

MAIL ENTRY TO: JEAN CARTER • 15543 NORDHOFF, SEPULVEDA, CALIF. 91343 • MAIL ENTRIES CLOSE 8-19-67 • MAIL ENTRY FOR STARTING POSITION ONLY

CONCESSION STAND OPEN 'TILL 2:A.M. • APPROVED REST ROOMS

TT RACES EVERY SUNDAY

AMA SANCTIONED

OPEN SATURDAYS FOR PRACTICE
****
Watered & Maintained Track Surface
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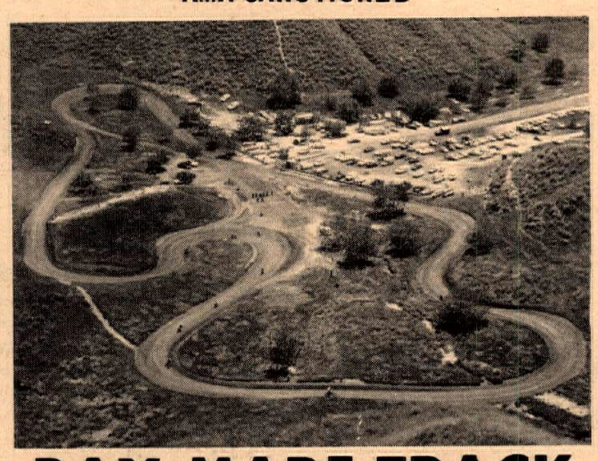
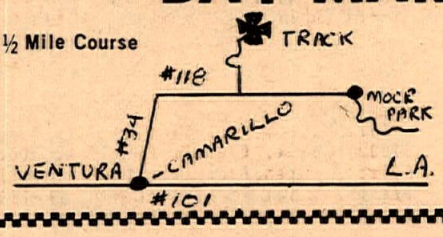


SUNDAY SCHEDULE: Practice 9 to 11 a.m.
****
$1 Admission
$2 Entry Fee
****
First RACE starts at 11:30

BAY MARE TRACK

½ Mile Course



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BY CHUCK CLAYTON

One characteristic of the motorcycle phenomenon is the tremendous number of organizations, associations and clubs within it. Enthusiast for enthusiast, probably no other sport has so many organizations and so little Organization. We do not deplore the present situation which we hope to define in this series of essays. Quite contrary, as usual, Cycle News wishes to encourage as much of it as we understand, trusting that the foolish factions will recognize their folly the sooner thereby and that the wiser heads will be encouraged in their wisdom.

ESSAY: The Danger of and to Motorcycles

Americans can be roughly divided into two classes— those who ride motorcycles and those who don't. A surprising number of people who sell motorcycles don't ride them. Which places them uncomfortably in the "other" camp. As they see it, they have to justify their livelihood from a business which seems to deal in danger when they are not actually exposed to the "danger" themselves. With commendable honesty the non-riders confess the opinion, based on hearsay, that "motorcycles are dangerous."

Those of us who love to ride motorcycles delight in telling the non-riders atrocity stories to prove how brave we are. But privately we admit that bikes are not dangerous as long as they are under the control of an experienced rider. Even in a crash, injury is not "inevitable."

Non-riders persist in the mistaken opinion that exposed rider equals injured body, even to the extent of mouthing it on national TV. This kind of publicity, especially from those who claim to be spokesmen for the industry, hurts motorcycling the worst. With friends like that, who needs enemies?

A motorcycle is inherently a safe device. However, it is a very responsive mechanism. Bad riders should not blame the machine for their own failure to control it. If a rider makes a mistake, the bike is likely to pitch him off gently or hard. If the rider lands properly and avoids obstacles, he can survive falls without damage. Only a non-rider wouldn't know that.

Nevada County Tries to Pass Helmet Law

Does anyone have the right to put a motorcycle rider in jail for failing to protect himself?

Commissioners of Clark County, Nevada this week passed an "emergency ordinance" that all motorcycle riders must wear helmets in that county, which ihcluded Las Vegas and most of Southern Nevada. Commissioner Darwin Lamb made the announcement.

The new ordinance, which was passed without benefit of public hearing, is slated to take effect August 17, 1967.

Riders in Clark County who wish to voice opposition to the compulsory helmet ordinance should write or wire their county commissioners immediately to demand a public hearing with due notice before the law goes into effect. It is expected that the Las Vegas City Commissioners will enact a similar ordinance when they meet at City Hall on Wednesday, August 16th at 8 p.m. Cycle riders are invited to voice their views.

"DREAM GIRL" WINS HONDA C-100

On ABC's daily TV show, "Dream Girl," a four-man panel judges several comely misses on looks, personality and various feminine attributes.

Daily winners progress on to the semi-finals, where the prizes become more exciting—a trip to Hawaii, other expensive goodies, and a chance for a trip around the world in the final contest to be held later this year.

Recent semi-final winner Nancy Allsup was lucky enough to win a Honda C-100 (worth $199) in addition to her Hawaii journey, and she took delivery of the machine at Long Beach Honda 4, 11747 E. Carson in Lakewood.

Needless to say, Miss Allsup's presence brightened the day for sales reps Bill Larson, Marty Williams and the rest of the crew. "This is where the action is," quipped Larson.

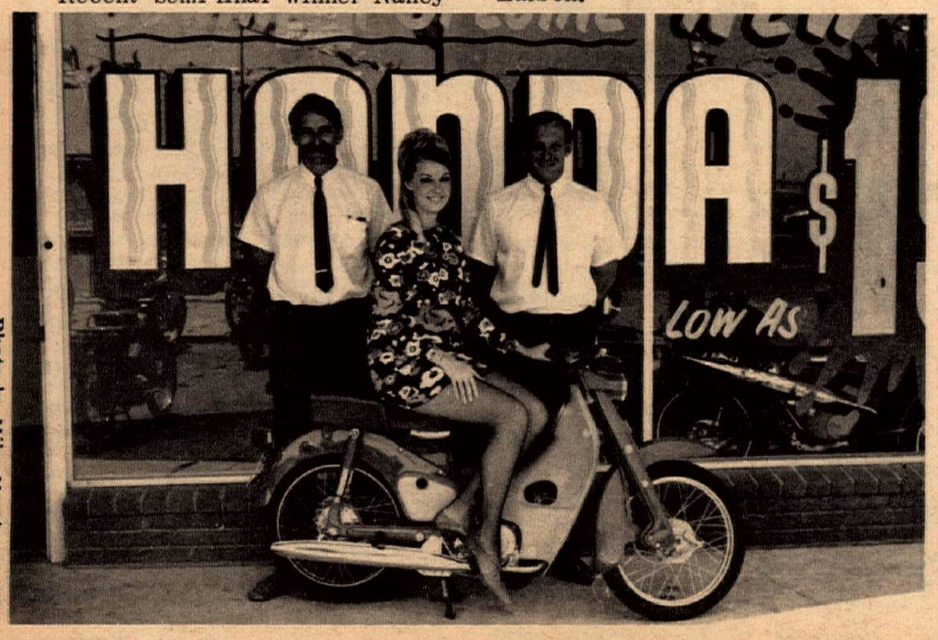


Photo by Mike Morrissey 88x

Flanked by smiling sales reps Bill Larson and Marty Williams of Long Beach Honda 4 in Lakewood, "Dream Girl" contest winner Nancy Allsup takes delivery of her Honda C-100.

Voices

NATIONAL DEFENSE FUND

I suggest that your publication begin a national self-defense treasury for fighting against all future oppressive motorcycle legislation; said money to be doled out to wherever the fungus appears and to create a defense agency in each and every State to combat this and future conditions. You can bet your bottom dollar that from here on in the sport of motorcycling is going to have the boom lowered upon its head and the only method of protection is continuous awareness to unfavorable trends in legislation in each and every State. This takes money, so let's begin such a collection from not only the riders but from the entire industry itself. With this development you should appoint a responsible committee to be watchdog over said money and for the expenditures where and when they are needed. Also, the promoters of racing should set aside a certain portion of money to be contributed to said fund.

With such a National Fund controlled by a National Committee we at least will go down fighting instead of being swamped without any defense at all.

BOB SCHWARTZ
West Los Angeles

("What do other readers think about Mr. Schwartz's suggestion?")

REACHING OUT

I thought you might be interested to learn I've an article in the August U.S. Camera magazine on scrambling.

It is too bad that more of the writers in the cycle field don't make an effort to place material in the non-cycle publications; it would let the public at large in on the best-kept secret of our time: That all cyclists, and particularly the competitive riders, don't have hooves and horns.

DOUG RICHMOND
Oakland, Calif.

IN REGARD TO STEVE LYON'S BENEFIT RACE TO SPORTS RIDERS AND SPECTATORS

Well, we had our chance to help others and help create a little better name last Sunday at Perris, July 30, 1967.

If a benefit race could be scored in terms of a baseball game, we could have knocked a home run, we didn't even get a hit, BUT, we sure did strike out!!

There was just about enough competition riders at Perris last Sunday to have a good practice session. We had two kinds of riders participating: Novices and the hard core rider. They did put one Hell of a show. It's really too bad nobody had the interest to see it.

Tell me "devoted" motorcycle enthusiast, WHERE WERE YOU? We suppose we should start handing out crutches for all the lame excuses we'll get as answers to that question. Don't tell me it was too short of notice. The benefit race was announced twice at Ascot Raceway, there were posters, news of the race was in the paper, and of course just plain word of mouth. Like every other rider, we know how long it takes to get ready for a race..about 10 minutes: from the sack to the garage.

We'd like to know how those TRUE motorcycle people in Arizona could collect over $1500.00 for a rider who was injured — while we, in our District, can't even raise $200.00 for the family of one of our own riders who was accidentally killed.

We give special thanks to Jerry Burton, owner of Perris Track. To all who gave... a sincere thank you.

PS..We can still help by buying tickets on Steve Lyon's Honda 337cc to be given away at the Benefit drawing at Ascot Raceway, October 7, 1967.

DARWIN BALLARD
JIM KINCAID
California Gophers M.C.

PROTESTING THE PROTEST

In your issue of Aug. 3rd on page 18, the article pertaining to the "Protests Enliven Ascot Novice T.T. Happening":

In the interest of good reporting and to clarify the record I would like it understood, I (Chuck Baker) did not file a protest. Furthermore the inference that I walked away from the track red-faced is completely untrue as I did not even know a protest had been filed.

Please then set the record straight. Thank you.

CHUCK BAKER
San Diego

("Consider it straightened.")

JACK-ASS NO RELATION TO JACKASS

Would you please run a small blurb to the effect that the Jack-Ass Enduro Relay at Riverside on the 13th of August is in no way connected with the Jackass Enduro that is run annually by the Foothill Hawks M.C.

Thank you in advance for your cooperation,

PAUL G. LeBEAU
Secretary, FHMC
Whittier

THOUGHTFUL PROMOTION

With further reference to our notice to cancel our ad in your newspaper for the Tulare ½-mile race (Aug. 12) we would like to explain our position in this cancellation.

As you know we are having much trouble with the condition of the track at Tulare. We have been in discussion with the Fair people who have done their best to prepare a good track for us. We thought we had our problems solved for the 5-mile National on July 1st, but it appeared that we again lost the surface of the track. It was worse for that race than it has ever been.

Since, on most fair tracks, horses are in constant training for racing, the Fair people have to cater to them for a suitable track surface of soft soil. Due to the condition of the soil at Tulare we cannot obtain compaction on the surface to hold a complete night of racing. The Fair will not permit other soil or chemicals on the track.

We feel at this time that we do not wish to sacrifice the safety of our riders to continue racing here. We have already had one boy, Gene Romero, hurt very seriously here and we do not wish to see another one hurt. You know that during our 5-mile National several of the riders in the Main Event pulled into the pits due to the condition of the track.

We will keep you advised or our future plans.

BILL CUMBIE & TOM CLARK
C & C Enterprises
San Jose

TIGHT ASCOT POINT RACE

LACHER LEADS THE WAY

Starter Whitey Ford gives Chuck Jones the checker denoting victory over Sammy Tanner in the Trophy Dash.

Way back in late May Mel Lacher scored a most impressive half-mile win at Ascot. Last Friday night he did the same for the second time this year. The early lap charger from San Diego took the lead from the start this time and held it all the way, to increase his point lead over Dan Haaby, who pulled only a fourth place this time. It was a comeback of sorts for Lacher who ran last in the Trophy Dash a few minutes prior to the Main Event.

Scramble For Second

The chase of the night was for second place with Dash winner Chuck Jones coming from behind to catch and pass Jim Nicholson. Then Nicholson would re-pass for second and so it went right down to the final turn with Jones on the inside and Nicholson coming off the crash-wall to hold second by inches. The fact that Nicholson grabbed Jones' leg and gave it a rearward shove may have made the difference. (!)

Lacher also went down to defeat in the heat race and was turned back by Sammy Tanner who scored his 356th half-mile win. Later, in the final, the Flea could do no better than a distant fifth place finish.

Haaby and Nicholson joined Tanner as the three heat race winners and Nicholson, now back on the Dudek Triumph, is the rider to watch in the coming weeks before the 8-Mile National next month.

Now It's Roger

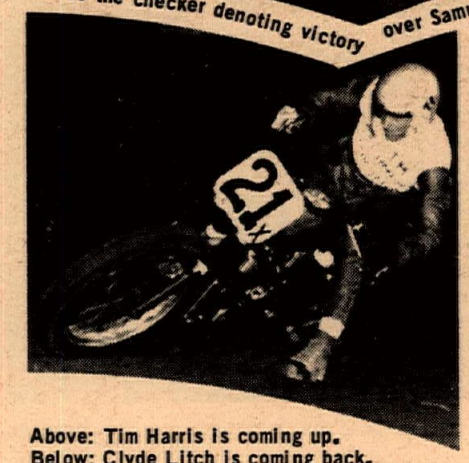
The latest Amateur to join the win parade at Ascot is Roger Goldthwaite and his fleet Enfield. Rog put it on point leader Phil Todd early in the race and became the 7th yellow plate rider to win the Main Event this year.

Goldthwaite also defeated Todd in the heat race to score his two most impressive wins at Ascot this year. Roger is the second ranked Northern Califl amateur, behind Jimmy Odom. Odom watched this event from the grandstand prior to leaving for the National road races at Indy. He was unable to find a last-minute ride. (?)

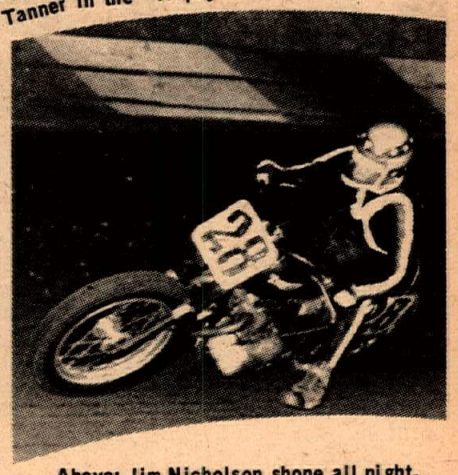
While it was a long time back to the winner's circle for Lacher the same was true in the novice class for point leader Dave Smith. Dave had not won a Main event since June 16th but it was all Smith this time as he grabbed the lead away from Joe Hamilton on the fourth lap and ran away to another win and 100 more big Ascot points.

Hamilton, however, scored a major win by taking the once-a-month Trophy Dash for the Novice riders with Smith coming in for last place. Jim Peterson was second with George Omo running third.

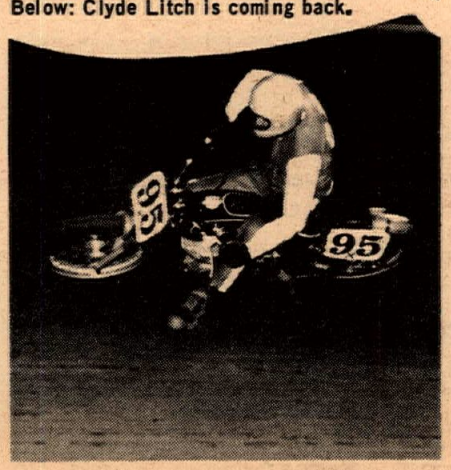
(Results on page 16)

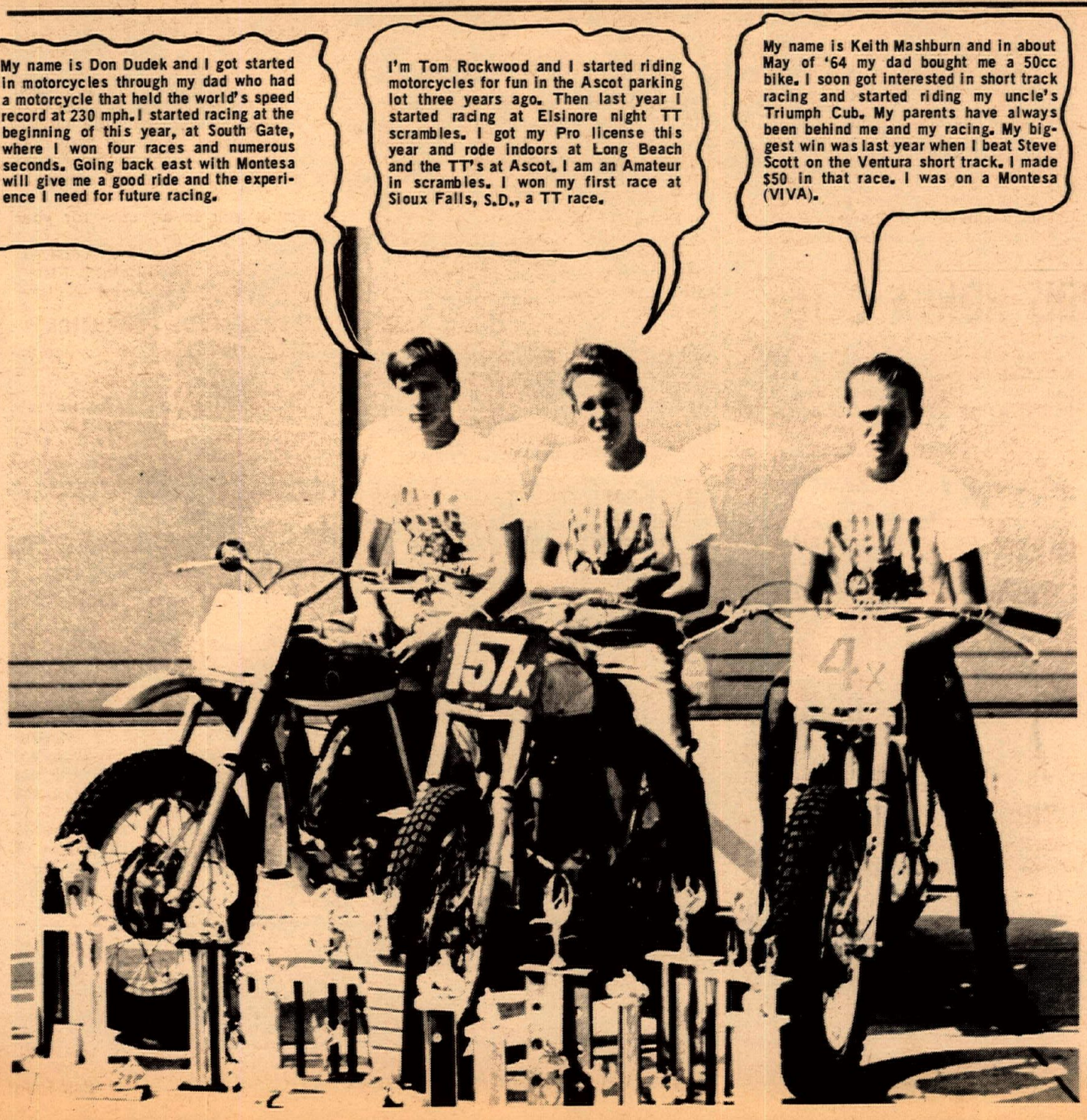


Above: Tim Harris is coming up.
Below: Clyde Litch is coming back.



Above: Jim Nicholson shone all night.
Below: Blackie Bruce won the Semi.





MONTESA DIRT BAND

Three eager Southern California riders — Tom Rockwood, Don Dudek and Keith Mashburn — are making their appearances at various race tracks throughout the Midwest. These young Montesa-sponsored guys are riding short track, scrambles and a couple of TT's from Boone, Iowa, through Minnesota to Sioux Falls, South Dakota. A season wind-up at West Union, Iowa will be in the professional class TT on Aug. 27.

This week (Aug. 10) Montesa distributor/rider Kim Kimball and two of his racer-sales reps, Hoppy Hopkins and Larry Bessey, will journey to join the boys in competition at the Midwest Scrambles Championship, held at the So. Dakota State Fairgrounds in Sioux Falls.

As you can see from the schedule listed below, the three young teammates will have an opportunity to display their talents in a brisk fashion while experiencing something fresh from each event. There's nothing like riding different tracks and races to keep one in shape for the battles that lie ahead.

MIDWEST SCRAMBLES & SHORT TRACK SCHEDULE

Date	Location	Type of Race
Thur.aft-Aug 10	Sioux Falls, S.D.(St. Fair)	Midwest scrm-Champ. (D)
Fri.nite-Aug 12	Des Moines, Iowa	Short track(N)
Fri.nite-Aug 18	Boone, Ia.	Short track(N)
Sat.nite-Aug 19	Des Moines, Iowa	Short track(N)
Sun.aft-Aug 20	Fairfield, Iowa	Scrambles (D)
Sun.aft-Aug 20	Kensett, Iowa	Scrambles (D)
Fri.nite-Aug 25	Boone, Ia	Short track(N)
Sat.nite-Aug 26	Des Moines, Iowa	Short track(N)
Sun.aft-Aug 27	Sioux City, Iowa	Scrambles (D)
Sun.aft-Aug.27	West Union, Iowa	TT (Pro) (D)
Sun.aft-Aug 6	St.James, Minn.	Short track(Pro)(D)
Fri.nite-Aug 11	Burlington Ia.	Short track(Pro)(D)
Sat.aft-Aug 19	New Ulm, Mich	Short track(Pro)(D)

Eddie Mulder (12) gets his usual lightning-quick start as the 15-lap Main Event is flagged off, but Skip Van Leeuwen (59) emerged victorious. Dave Palmer (63) fell, still finished fifth.

Photos by James Brammer

VAN LEEUWEN TURNS TT TRICK

Well, Skip Van Leeuwen did it again. The rapid Triumph ace, fresh from victory in the 50-Lap Ascot TT National, rode with abandon Saturday night, August 5th, to maintain supremacy over a full field of Expert steeplechase artists, and strengthen his point lead over Dusty Coppage.

Missing wins in both heat race and Trophy Dash despite (or due to) some hair-raising tactics, Van Leeuwen settled down in the 15-lap Main, took over the reins from early leader Eddie Mulder on lap three, and s-t-r-e-t-c-h-e-d it out. At the finish, Van Leeuwen's closest rival, Dallas Baker, was just entering the final half-mile sweeper, so far ahead was the Flying Dutchman.

Third place went to steady Eddie Mulder ahead of Bob Bailey, who advanced from a distant seventh in smooth, heads-up fashion.

Dave Palmer, fifth place finisher, fell on lap 12 while running a few scant lengths behind the leader. Though remounting quickly, he was unable to close the gap in the time remaining. Still, he took home a trophy for earlier victory in the Dash, over Coppage, Van Leeuwen and Mulder.

In the Main, Coppage and another top contender, Clyde Litch, fell, recovered, and continued to the finish, but wound up far back in the field.

Rounding out the top ten were Rich Thorwaldson, Dan Haaby, Mike Haney, Bill Manley and Butch Landguth.

Wilburn Wins Amateur

Triumph-mounted Larry Wilburn added to his yellow-plate TT point lead with a come-from-behind win in the Amateur 10-lapper. Overtaking early leaders Carl Patrick and Butch Turner on lap 5, Wilburn built up a full-turn advantage at the finish.

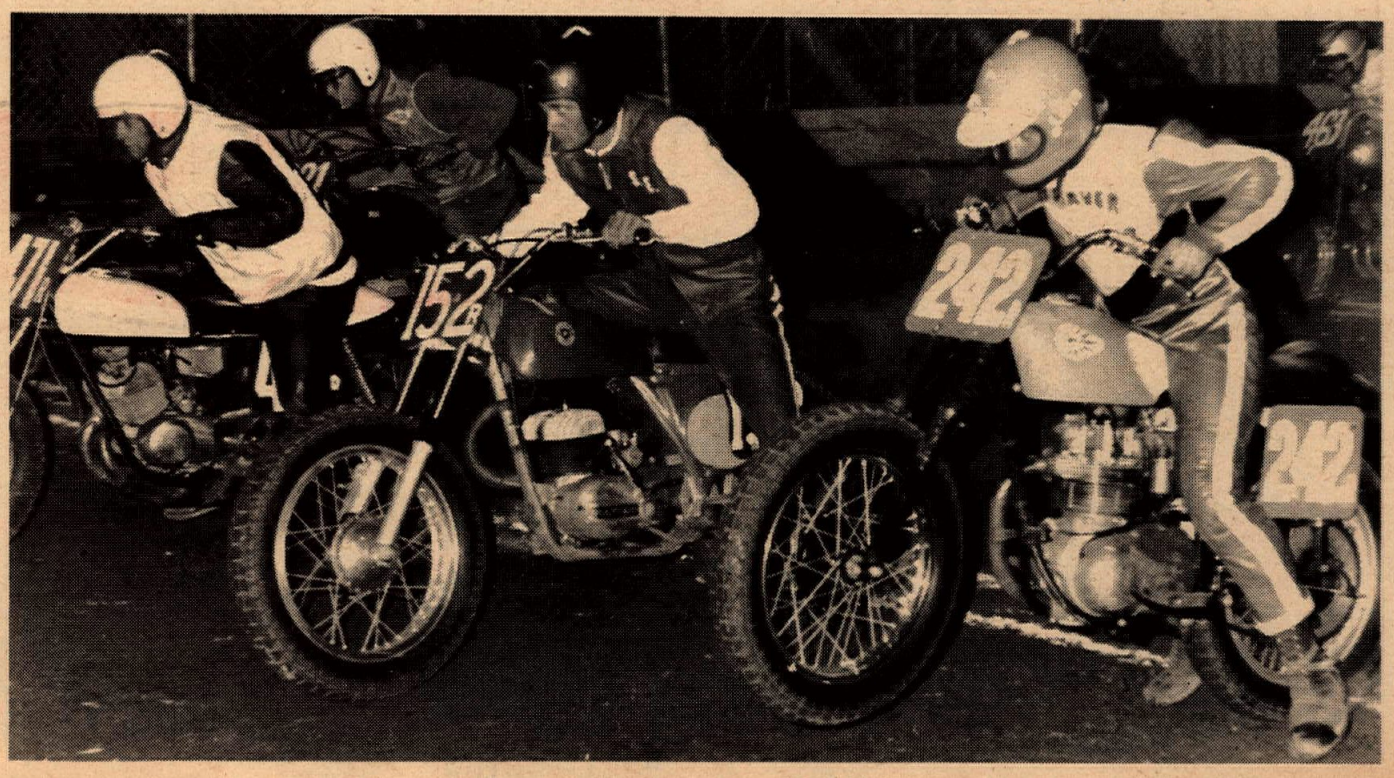
Turner rode consistently for second spot, and Marty MacDonald, looking good in his first time out on a Triumph, was a fast-closing third. Fourth and fifth went to Jan Crawford and Patrick.

Crash-Marred Novice Show

Over-eager Novices supplied spills and thrills in every event they ran, but fortunately, no injuries occurred. Bultaco-mounted Steve Ellsworth was first home in the 8-lap Main Event, challenged by Chuck Baker (Montesa) and Jim Peterson (BSA) all the way.

(Results on page 16)

Close cornering in the Expert heat race: Jim Nicholson (28) leads Rich Thorwaldson (26x) and Dave Palmer (63) at this point.



Eighth-ranked Novice TT rider Steve Ellsworth (152) beat the favorites this time out. Last month's winner Jim Peterson (242) wound up third.

SEE PAGE 24 FOR INFORMATION ON THE 1967 "MACHINE OF YOUR DREAMS" CONTEST

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NEWS FROM BACK EAST

by Judy McKeen

Saturday July 22, saw another exciting night of short track racing at Dorsey Speedway, Maryland. Bob Sholly, National #98 aboard a Ducati, won the first heat. Larry Palmgren, National #5 on a Triumph, and Carl Williamson, National #57 riding a Bultaco, traded second place until the bitter end, when it was Palmgren in second and Williamson third. Fourth and final transfer was Dick Sears on a Triumph.

The second heat was Red McKeen aboard a Bultaco all the way. Red is fast becoming a favorite rider at Dorsey, as he is very colorful and hails from California. Second place was Don Twigg on a Ducati, who is presently leading in points here at Dorsey. In third was Luke Zechman riding a Bultaco and Dorsey's top novice, Malcolm Doying in fourth.

The third heat was good racing between Mike Myers, an Expert, Earl Myers, an Amateur, and Buddy Barnes, a Novice. These three put on a very good show. Mike on his H-D was first, Earl on a Bultaco took second and Buddy riding a Ducati was third. Three riders went down in this heat, but got up only with a few bruises and no chance to make the rest of the program. Our west coast rider Red McKeen, won his first trophy dash here at Dorsey and was feeling mighty happy about it. Bob Sholly took second with Don Twigg in third.

McKeen Again!

The first semi was again Red McKeen, with three down and looking for a clean sweep in the main. Second place went to Mike Myers and third was Larry Palmgren. The second semi was another battle between Sholly and Twigg. Sholly had the lead when a rider, Skip Grigsby, fell on the next to the last lap. Due to some very poor flagging (a flagman on the track), Sholly and Twigg had to come to almost a complete stop. At the checkered flag it was Twigg in first with Sholly taking second. Third place went to Earl Myers.

When the flag was dropped in the Main the entire pack hit the corner together. McKeen and Sholly pulled away on the back stretch. McKeen held first place for about four laps, then he hit a hole in the first corner which put him sideways, and Sholly got under him. Sholly held the lead for the remainder of the race with McKeen in second. Third place was Mike Myers and fourth Larry Palmgren.

We Blew Our Heat

The next day was a five-star race at Williamsgrove, Pa. We started out early and got about thirty miles when our truck blew a rod. We then limped back home at the amazing speed of 20 mph. With racing out of the question for the day, we went to the shop and took a motor to go street riding. We wanted a look at our Nation's capitol, as we hadn't had a chance to see it yet. We rode all around D.C., looking at the Capitol Building, the White House, and other places of interest. Other than not getting to race, we had a very enjoyable day.

When we got back, I got a call and was told that one of the riders had been hurt the same day. Malcolm Doying, the leading Novice here, hit the wall pretty hard and he went to the hospital. I called yesterday and understand he will be out the remainder of the season with a few broken bones.

(Results on page 16)

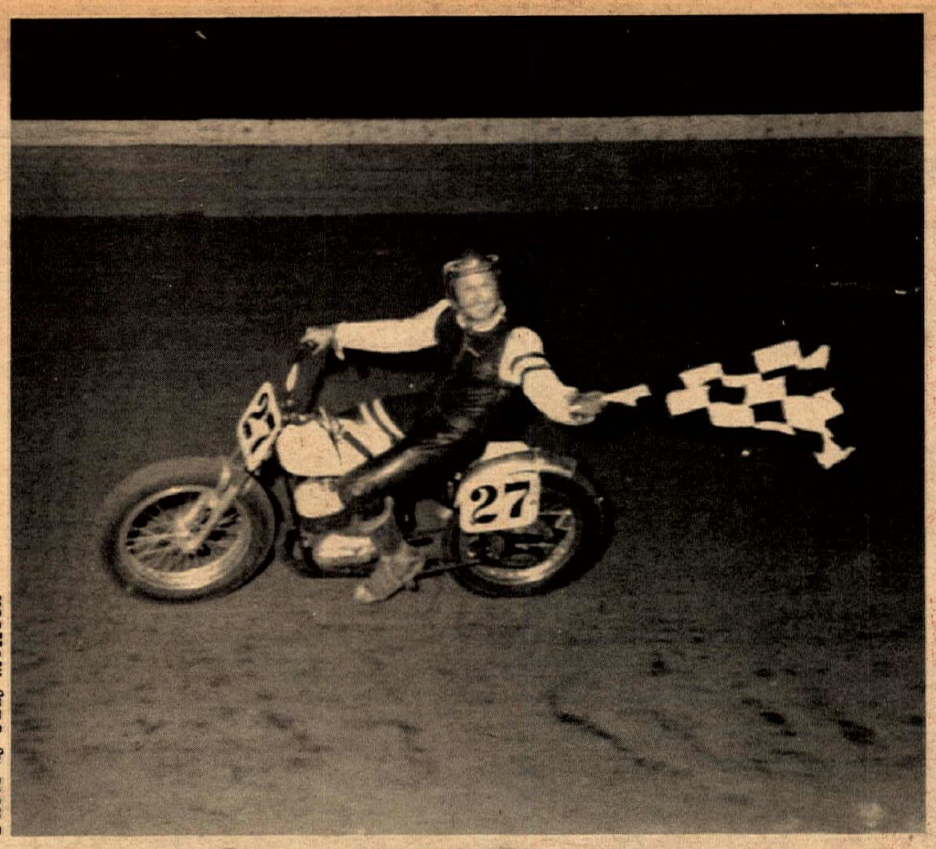

Photo by Judy McKeen

Can you tell Red McKeen is happy over his Trophy Dash win?

NEW HAP JONES WAREHOUSE AND SALES FACILITY OPEN IN OHIO

The Hap Jones Distributing Company has opened a third point of distribution and sales for its line of motorcycle parts and accessories. The new sales office and warehouse is located in Cincinnati, Ohio, where the announcement of the opening was made by L.A. Jones, president of Hap Jones Distributing Co., and F.E. "Bud" Bryan, president of Bryan Equipment Sales, Inc.

Called Hap Jones—Central/East, the new facility will stock all items in the Hap Jones Catalog, and will serve the central and eastern part of the U.S. from a 20,000 square foot warehouse with a staff of 26...seven of them road salesmen. Steve Shumaker has been named sales manager.

Hap Jones—Central/East is a division of Bryan Equipment Sales, Inc., known in Ohio, Indiana, and Kentucky for its wholesale distribution of motorcycles, cycle parts and accessories for more than 20 years.

The Hap Jones Distribution Company was established in 1933 at its present headquarters location in San Francisco. In 1965 it opened a second warehouse/sales office in Prattville, Alabama, managed by Earl Dees. Address of the new facility, Hap Jones—Central/East, is 6941 Cornell Road, Cincinnati, Ohio 45242, Telephone 791-1900.

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OXNARD

Competition at the once-a-year Oxnard Sports Festival in Ventura featured a new track and furious action.

SCRAMBLIN' AROUND AT VENTURA

Story & Photos by Maureen Lee

We made the Oxnard Sports Festival scrambles for the third year in a row Sunday, Aug. 6 and had a good time up there as always. This year the track has been moved up the coast further but had the same kind of surface and was built by the Seabees. The host club, the Twin Wheelers are hoping to get a permanent facility in the same location soon. Believe me, guys, from comments I heard around if you threw one scrambles a month (especially in the summer) and paid District 37 points you'd have all the riders you could handle making the trek from the L.A. area! All that lovely cool air!

(Continued on page 9)

CYCLING THROUGH SOLVANG

Picturesque Solvang was a welcome change from the usual run.

Story & Photos by John Shedd

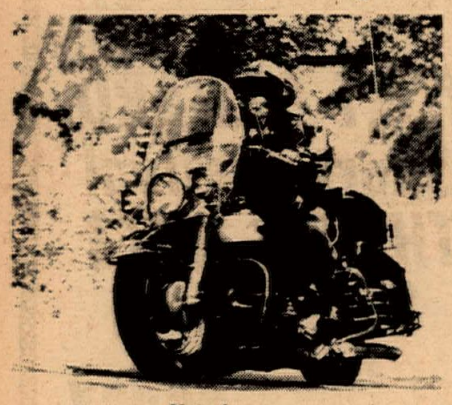
The Coloramas M.C. chose Solvang, California, which is perhaps one of the most unique and picturesque towns in California, for their annual road ride. There isn't a scheduled stop in the Danish community of Solvang, but the route leads through the main drag of town, and few can resist its Danish charm.

This was the second year for the five-year-old road riding club's annual Danish Tour. The entry, slightly larger than last year's, pushed the 300 mark. The start for this year's run was at San Fernando Valley H-D in Van Nuys. After the usual coffee, donuts and chit-chat, the bikes began to roll, and by 10 a.m., the last one was on its way.

The 125 mile route led the cyclist down Sherman Way to the San Diego Freeway and then to the Ventura Freeway. The first check was at the Santa Clara Avenue turnoff. There was a service station and a cafe at the check. Both had an abundance of motorcycle trade. For those who found the early morning breeze blowing off the ocean a mite chilly, it was a welcome stop for a hot cup of coffee.

After leaving the first check, the riders continued down highway 101 through Santa Barbara to the San Marcos Pass turnoff. This is Highway 154 which winds through the Santa Ynez Mountains and past Lake Cachuma. At the fork of Highway 154 and 246, the riders swung left and followed Highway 246 into Solvang.

Time to relax at Solvang's Nojoqui Falls Park for food, fun and games.



Motoring on.

Don't peek, now.

A Bit of Old Denmark

Almost everyone stopped in Solvang to do a bit of sightseeing and picture taking. The town was packed with tourists and parking places, even for motorcycles, were not always easy to find. After admiring the windmills and other quaint Danish structures, the riders crammed their souvenirs in the saddlebags and headed for the 2:30 p.m. finish at Nojoqui Falls Park. The park was a few blocks south of Solvang and was reached via a narrow, winding, asphalt road under a natural canopy of trees.

Food & Games

After eating the supper which the Coloramas furnished, many riders participated in the games which ranged from pin the tail on the donkey to a wheel of fortune. More entertainment was provided by a couple of guitar pickin' motorcycle riders, and many joined in for a singfest.

As always, on poker runs, bikes are the big attraction. For my money, Mr. Baker, from Sherman Oaks, stole the show with his rare Nimbus. Not only is the Nimbus a unique four cylinder machine, but it was the only bike on the Danish tour that was built in Denmark. Mr. Baker and his Nimbus don't make a lot of road runs, but when he does, his bike is always the center of attraction. The Nimbus has a new addition since I saw it last year. It is wearing a genuine Nimbus sidecar which one of Mr. Baker's friends brought back from Europe.

After an afternoon of games, prizes and trophies, the riders pulled away from the park for the jaunt back home. The second annual tour was over for the riders, but for the Coloramas, there was still work to be done. This club not only puts on a fine run, but they back it up with pickup crews each way so that the hard luck trophy winners don't have it quite so hard.

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Above: Diverse starting styles at Oxnard: Gary Bailey rears up as Mike Lane attempts to change course. Below: John Wiley, looking good.

Just a little Sunday afternoon criss-cross.

Twist and Turn

The track was short and twisty and the big guns didn't dare lift a front wheel on the jump or they would have missed the turn after it, the reason being that after the track had been carefully laid out, the chap with the grader or 'dozer or whatever you call those big machines, followed the designated plan inside the stakes instead of outside and came out with a smaller track than the Wheelers intended! Still, it was fun, and a twisty track is a great equalizer.

Our local District group didn't do so badly against the Bakersfield Brigade. I should imagine that we carted home at least half the gold to the south. Gary Bailey took home four trophies, a fourth in the 100cc, a second in the 200, a first in the 250 and a first in the 500, the first being on his Hodaka and the others on Greeves'. Boy, do those 360's haul! In the 500, Clarence Pittman on a snorting twin really went all-out, but on a track like that Gary and friend Greeves were able to hang on.

Others who carted home goodies were Danny Hockie for the 100 class (Hodaka), Hondo Long (Yamaha) for the 50cc, his mama Eulene for the Powder Puff and his dad for a third in the 175 class. Steve Bast and Dave Stroman took first and second in the 175 Amateur class, with Dave riding harder than he thought he could after spending too many a moon in a cast! Good show, buddy! Other Trophy winners were Ben Fakkeldy for the Open Expert bash and Clutch Cargo for the 500 Expert, and gee, we wish we could mention everyone.

Mystery Man

There was one rider we won't mention for various reasons but if he was who we think he was (a Class C Expert), what was he doing riding in an Amateur class? Everyone who rides as a Sportsman Expert just loves to race against a Class C Expert or Amateur and the pro boys usually sign up as Experts even if they are still Amateurs in Class C, believing that fair is fair. But this one on Sunday...tut...ain't you got no pride?

There was a youngster from Bakersfield way by the name of Mike Lane who won the 100cc Expert class on a Hodaka and looking like he was going even faster than we remember him last year. Then he got aboard a 'Taco and won the 200 Expert class, making one rider comment to this columnist, "What's he going to be like when he grows up?" and "I'm sure glad he lives in Bakersfield!"

We hope they'll have this race again next year as a brand new track makes a nice change from the same old places, and this event keeps getting bigger. This year they had 366 entries, 100 more than 1966 so it's obvious that people like to ride it.

Don't forget your entries for the District 37 run August 26-27th. It's a Grand Prix, entry fee $4.00 and the postmark on the entry decided your position. So if you want that first row, you know what to do!

(Results on page 16)

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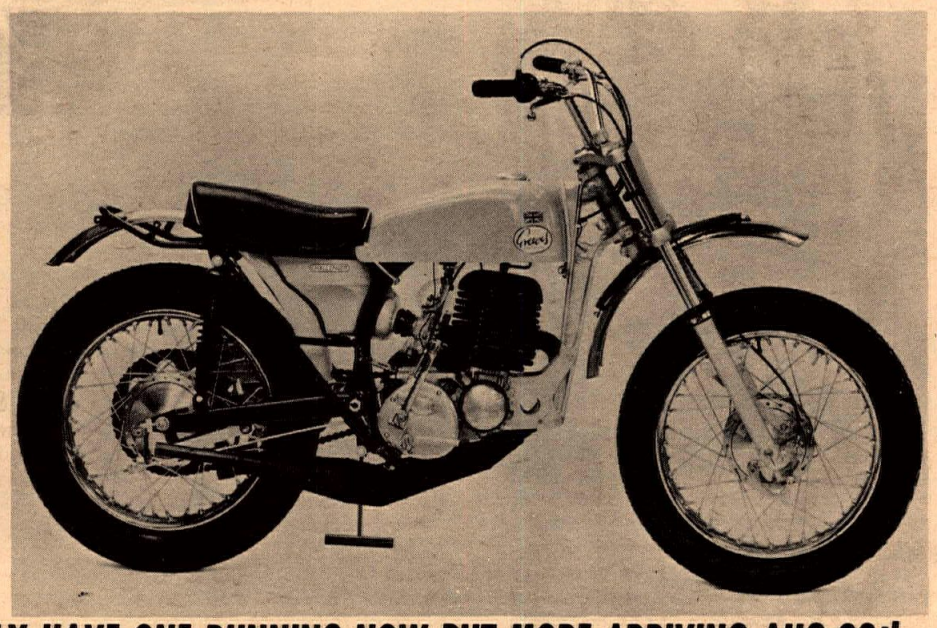

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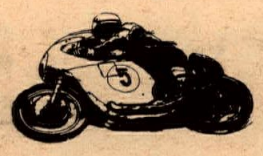
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PRODUCTION ROAD RACING KAWASAKI TWINS

by Byron Black

The 250cc and 350cc twin-cylinder Kawasaki's have excellent potential in production road racing, besides being superb road machines. In less than two months, I have taken my 350cc. A-7 "Avenger" to ten first places out of fourteen races entered (I had four retirements, three of them due to crashes), and managed to do very well against machinery of considerably more displacement, both in Production and GP classes. The following are a few suggestions which I would make to anyone else who is contemplating road racing their A-1, A-1SS or A-7 machines, based on my own limited experience.

Stay Stock

First, I think that I should put in a word for running the machines set up completely stock. While AFM rules allow for flexibility in engine preparation, I believe that in very few cases will any marked power increase be possible without a complete, skilled engine modification, and even where this is attempted one will sacrifice the very broad power band, which at present is one of the motorcycle's most excellent features. Reliability might also be imperiled if modification is attempted.

Standard ignition timing is recommended; for long races points should be tightened with maximum force, possibly with an "impact" driver. Caution should be exercised when doing this, though, for the impact could conceivably change the timing slightly.

Igniting The Gas

I have used a spark plug one heat range colder than the NGK B-9Hc which the motorcycle comes equipped with. While I use a Denso W27FPt (this is a Japanese brand which I have not yet seen in this country), this corresponds to an NGK #10. I would advise against using a colder plug – the bell-shaped combustion chamber insures that the electrodes are located far enough away from the piston face to prevent any piston damage, and a colder plug might foul out under certain conditions.

Pistons and piston rings should be set up with standard clearances. Rings should be replaced every three hundred miles or so, as this is a cheap and easy way to keep maximum power and prevent blow-by, and I have replaced pistons at seven hundred racing miles.

Modifying the Gearbox

The mainshaft in the gearbox on my machine had a slight bit of lateral play, so I shimmed up the right side to insure better meshing of shifting dogs. The shifting mechanism itself, when set up properly, is adequate, but I have noticed that the small stud used as a shifting stop tends to work loose; this caused severe overshifting problems on my machine. When I overhauled it I set this stud more nearly flush with the shifting plate upon which the shifting rachet is affixed, used a special locking compound on it, and set it at a slightly different angle, so that the slight amount of wear I noticed would have no effect on the point at which the shifting plate stops.

When I fell at the 250 Mile race at Cotati, I fractured the upshift hook on the shifting rachet, and it later snapped off, causing me to retire. Afte f a severe fall to the left, it might pay to check this rachet, to see if it has been cracked by the sudden impact put on it by the shifting lever hitting the pavement.

Carburetor Adjustments

I have found that the best setting for the carburetor needles is in the middle position, and I have not changed my main jets for any race yet, since plug chops have shown a good color, and performance has likewise been satisfactory. The float levels should be checked, though, and the slides adjusted to open all the way out of the carburetor choke. It may be necessary to change the adjustment on the oil pump actuating cable to effect this. In my case, I have set the oil pump to open at approximately the same time as the carb slides.

The carburetors should be securely fastened onto the rotary valve inlet, since they tend to vibrate loose. The exhaust pipe clamps also have an annoying tendency to vibrate loose, no matter how tight they are fastened, and thus should be spring-loaded to minimize this problem. This is accomplished by drilling small holes in the clamps, and in the head fins, into which springs of ¼ or ½ inch diameter are hung.

Racing Tires

Racing tires are definitely recommended, to take greatest advantage of the handling afforded by the superb frames of these machines. I use Japanese Yokohamas, inflated to 29 pounds front and 31 pounds rear (hot pressure). Wheel alignment should also be checked, since the marks on the swing-arm don't seem to correspond very well to alignment.

Ground clearance is one of the only real problems with these machines. The chromed clamps holding the mufflers onto the exhaust pipes tend to grind and wear through rapidly, the shift lever can hang up on the pavement, and the footpegs also ground easily. The first problem can be relieved by welding or gluing curved pieces of sturdy steel stripping to the outside portion of these clamps. This will wear away before the clamp does. If the fixed part of the footrests is heated and bent up, and the shifting lever accordingly mounted higher, a little more clearance can be obtained.

I try to help cornering clearance by shifting my body weight into the curve, and straightening up the machine a little to clear the pavement. This is possible with the clip-on type "Thruxton" bars I am using (available from most dealers).

The brakes on these machines, e specially the A-7, are magnificent, and indeed better than on some racing machinery I have ridden. They will progressively increase their action until the wheel locks, but all in a safe and steady manner.

Brake Maintenance

There is a price to be paid for this, though. On some machines, the linings generate excessive amounts of dust, and should be cleaned up frequently. With the great amount of heat created in the brake during a race, the linings tend to glaze a little. I attack this by a light roughing up of the linings with a #400 sandpaper, slightly dampened to lessen dust flying around. Even with such care, the brakes will still fade, and I have found it necessary to cut ventilating holes and install brake scoops on my machine. Otherwise there is the danger of running out of brakes during a long race.

I would recommend replacement of the drive chain every seven hundred fifty to a thousand miles, even with careful and frequent lubrication. A racing (pre-stretched type) chain is best when replacing.

Minor Mods

One minor modification which might result in more power is to machine off the flange on some of the Mikuni carburetors, which was originally designed as an air cleaner mount, as some Yamahas have. The engine cases fit against the carbs quite closely, and there may be some air restriction here. Also, running with the rubber carburetor covers pulled out is said to be good, though insertion of a fine screen mesh to prevent any bits of gravel to enter might be a good measure.

My mileage during hard racing has averaged about twenty miles to the gallon. A quart of oil lasts about eighty miles at racing speeds. As recommended by American Kawasaki, I use Torco 2T in the oil tank, and 30# rpm DELO motor oil in the gearbox. It is best to change the gearbox oil after each race. And don't forget to drill and wire your drain plug.

Gearing on the machine is about right for Carlsbad, a shade high for Whiteman, and a bit low for Cotati. Shifting at 8500 rpm (where on my machine the engine refuses to wind any higher) and attaining the same speed in top, I have noted an indicated speed of 125 miles an hour down the back straight at Cotati. This corrects to about 112 or 113 miles an hour true speed, which is not bad for a road 350.

When a dead engine start is attempted (FIM-type start) it is important that the engine should be as hot as possible, or otherwise it will not tend to fire and accelerate cleanly when bumped.

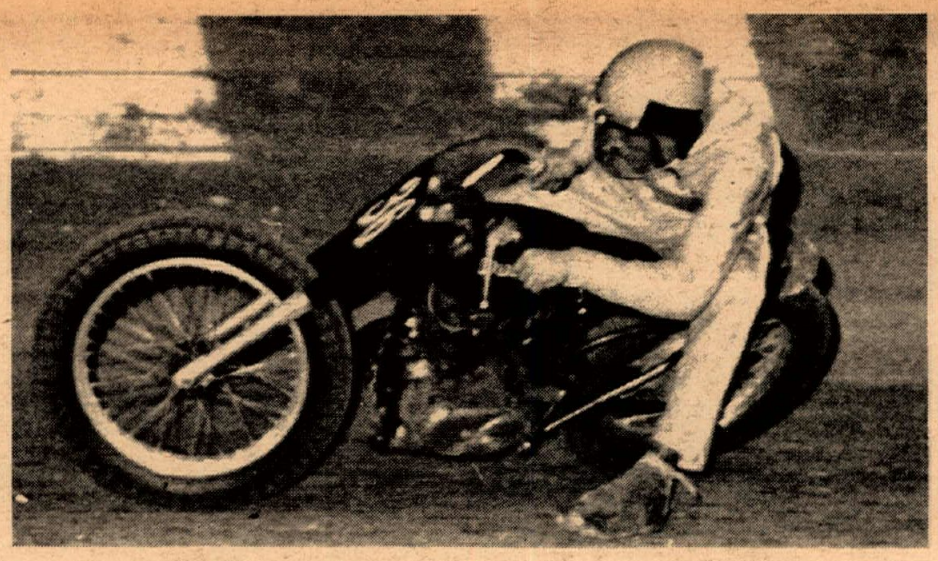
Good luck with your Kawasaki. See you at the races.

SOUTH GATE SIZZLES

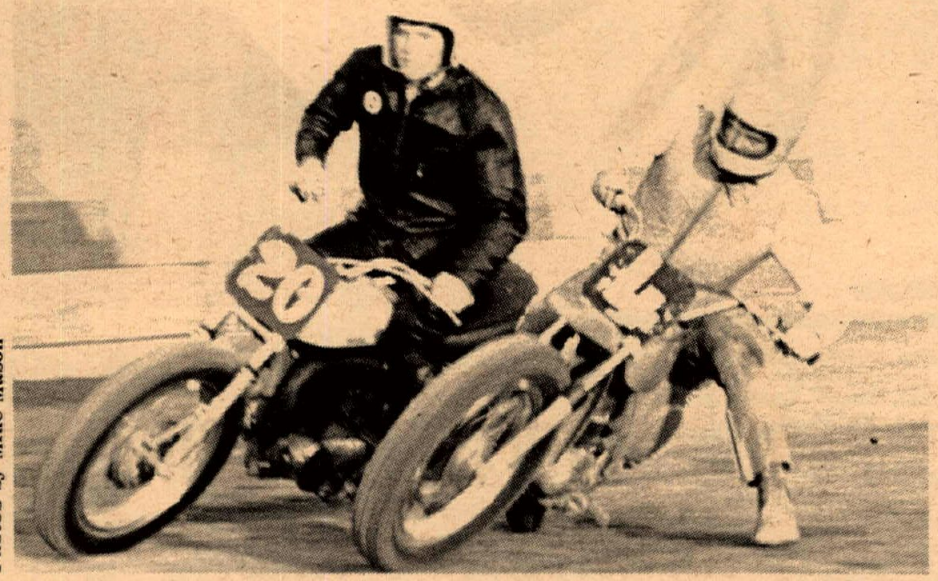
By Maureen Lee

With the usual good racing, motorcycle short track continued at South Gate, Tuesday night, August 1, and featured the added attraction of professional go-kart racing that was quite spectacular to say the least! You might say "wow!"

Yamaha-mounted Gary Calkins shot into the lead in the 100cc Main and was never seriously challenged, but behind him a different story was taking place. A pair of Hondas with Dan Kelly and Rick Woods aboard and a Bultaco manned by Tom Warren were hard at it, deciding the next three places. Rick Woods made it up into second place spot while Kelly and Warren struggled for third. Kelly finally made it by Warren into front straight just about side by side and from some angles it was impossible to tell who was second. The scorers placed Dan Kelly as third, and then was after Woods full bore.



Above: Rick Woods displays spectacular sliding style on his Ducati. Below: Keith Mashburn (Bultaco) dives underneath in aggressive fashion.



Photos by Mike Mason

On the checkered flag lap they came out of the last turn into the the second place man and Rick Woods the third, but it sure was close!

Sparks A'Flying

The 250 Main was won by Lee Stumpenhaus on a Pelican 'Taco riding hard as always and with a shower of sparks coming from his skid shoe. Rick Woods (Honda) got out of shape in the first turn on the first lap and the troops all zapped him, but he worked back up again to third with Stan Rogers (Bultaco) taking second.

The Trophy Dashes found Gary Calkins winning the 100cc go and Lee Stumpenhaus the 250. The 250 dash had a re-start after Woods unloaded on the back straight skidding for a bit on his knee (ouch!) but when the flag dropped again Woods took the lead, though he was passed in the second lap by Stumpenhaus.

Short track racing starts at 8:00 every Tuesday night, with TT races every Thursday night at the same time. Pit gates open at 6:00 p.m. both nights, and these events carry an A.C.A. sanction.

(Results on page 16)

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CYCLE LAND

By Carolyn Richards

Novice rider Bob Runge of Willows was so excited after he went flattracking at Cycle Land Speedway near Chico on Saturday, July 29, that he nearly dropped his trophy.

Runge rode his Honda to victory in the 100cc class for first place brass and the five-yard handicap that goes with all firsts. More than 30 of the 60 riders at Cycle Land that night were in the 100 class. It took four heats and two semi-mains to determine who would make up the eight-man Main.

Right on Runge's tail, and looking for an opening, Was Mainer Richards of Oroville on a Kawasaki. Another Willows Honda rider, Dennis Mayhew, came in third.

Black Flag

The 200cc main, black flagged after three laps because of a three-bike pile up, saw Jack Driggs of Rancho Cordova (Ossa) emerge victor after the restart. George (Butch) Carter, North Highlands, on a Yamaha came in second, and Dick Turner of Red Bluff, on a Honda 160, was a close third.

Fast and still faster is the best way to describe the 250cc class main. Perry McLain of Sacramento, on a Ducati, beat out Carl Cranke of Orangevale and Joe Henry, another Capital City resident. Cranke, Triumph-mounted, had to settle for a second place, and Henry, who rides a Suzuki, for third.

Oroville racers won the three scratch events, which feature the "elite" of track competitors (those with the greatest handicaps). Winners included Joe Allen (Moto Beta), 100cc class; Mike Rockwell (Honda), 200cc class, and Bob Vaughan, also Honda-mounted, the 250 class.

Those not making the 100 semis or main rode in a training race, which Willows' Harry Von Seggren won on a Yamaha.

(Results on page 16)

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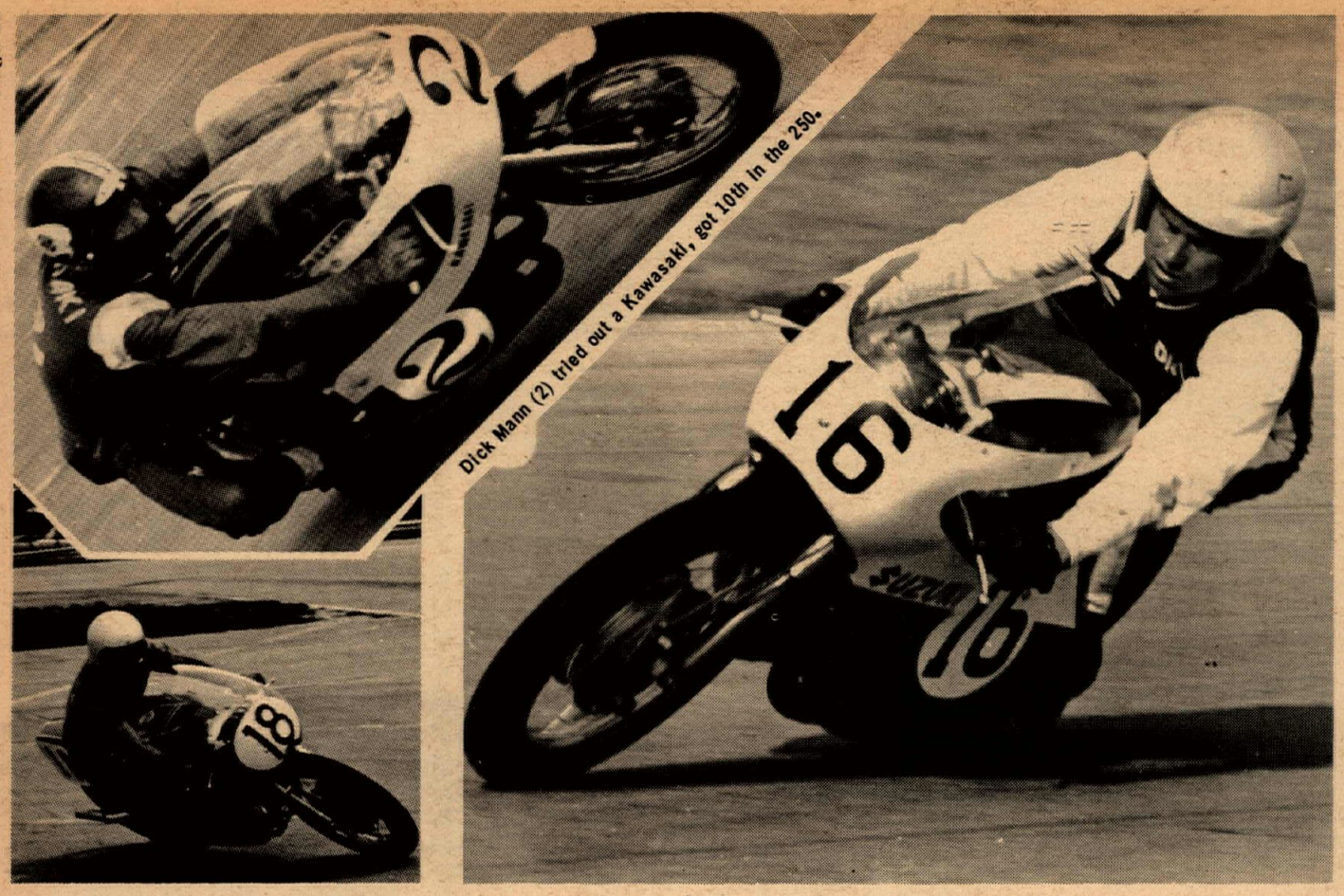
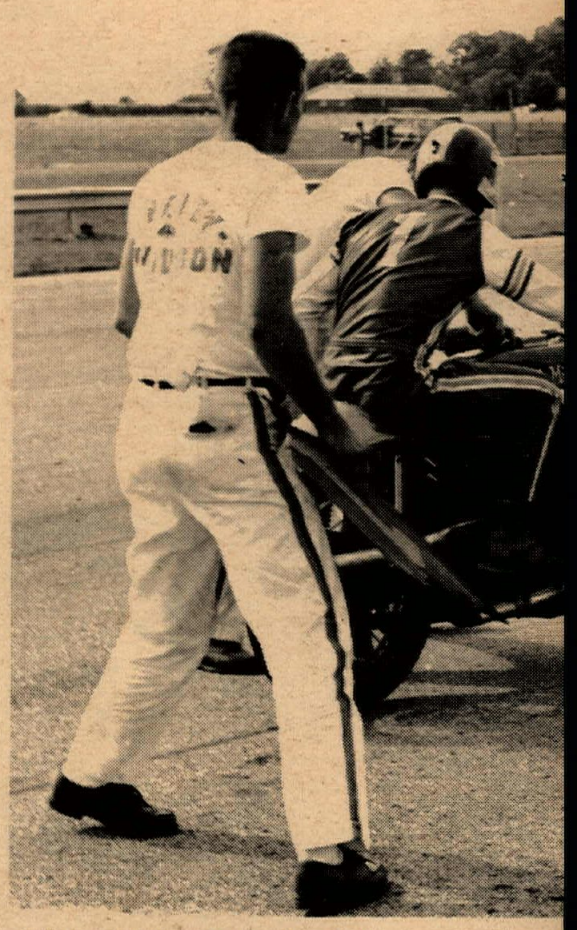


New National point leader Mert Lawwill.

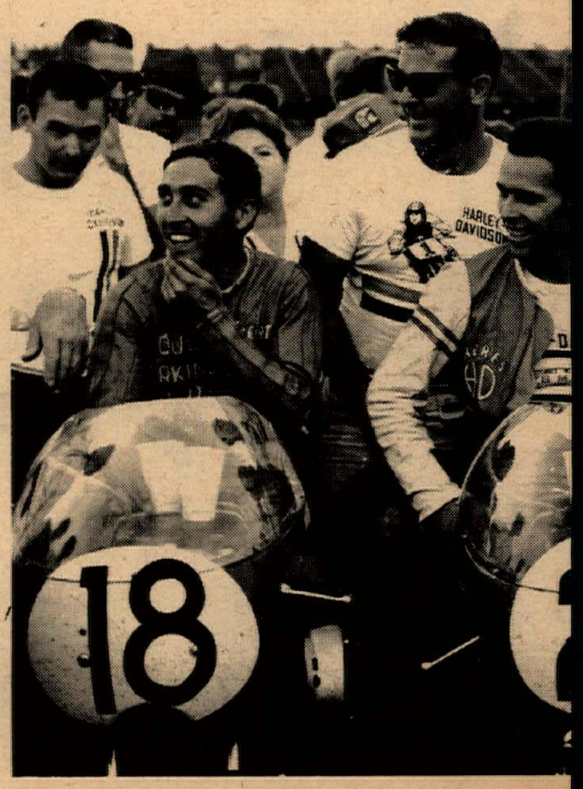
Third in the 250, Second in the 110-Miler, Dick Hammer.



Bart Markel performed fiercely until his engine expired. Sa
but I guess I'm not putting them together right anymore."

Three of the nation's top road racers in close company

SEE PAGE 1



The top three in repose at day's end: 3rd Place Mert Laww
(16). Promoter Floyd Clymer (far right) offers congratulati

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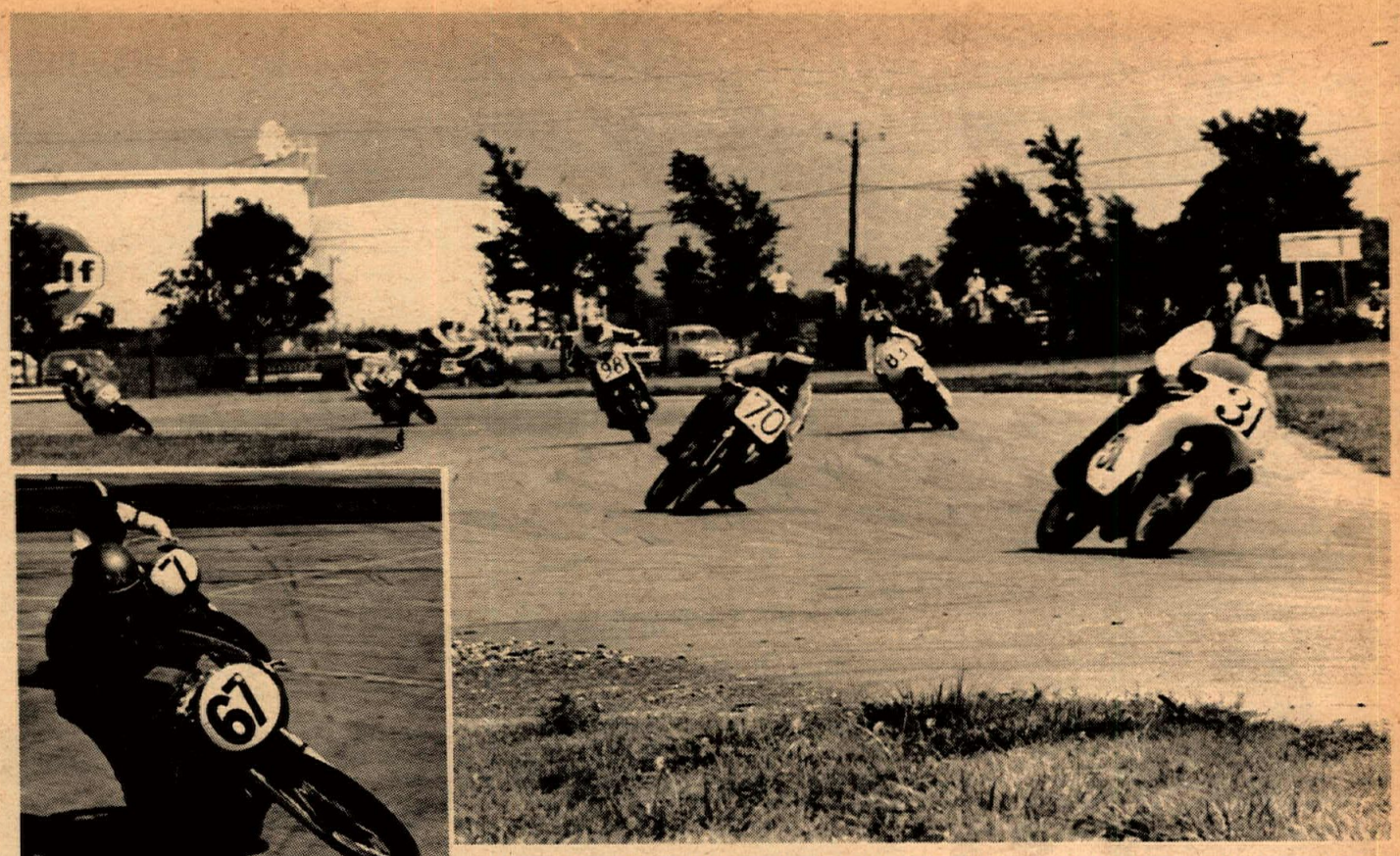
d a disheartened No 1, "I don't know what I'm doing wrong,

Dick Mann (2), Buddy Elmore (79) and Dick Hammer (16).

FOR INDY STORY

ll (18), Winner Cal Rayborn (25) and 2nd place Dick Hammer
s to the trio.



Photos by Ben Hall

Above: Don Twigg (31) wound up 8th in the big-bike go, Dickie Newell (70) stormed to 5th after lengthy pit stop. Left: Back in the 250 pack, Charles Southgate (67) and Russ Whittinghill (7) had a private battle.

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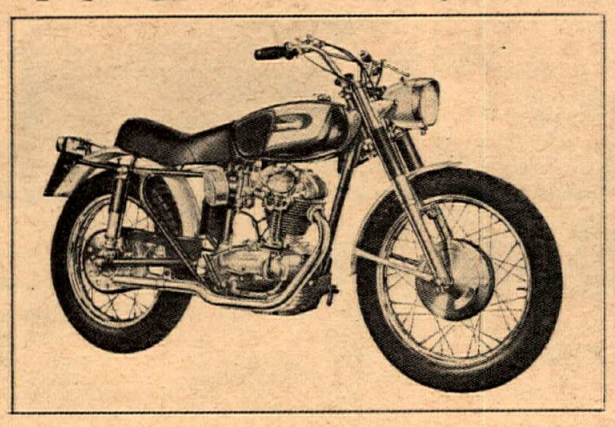

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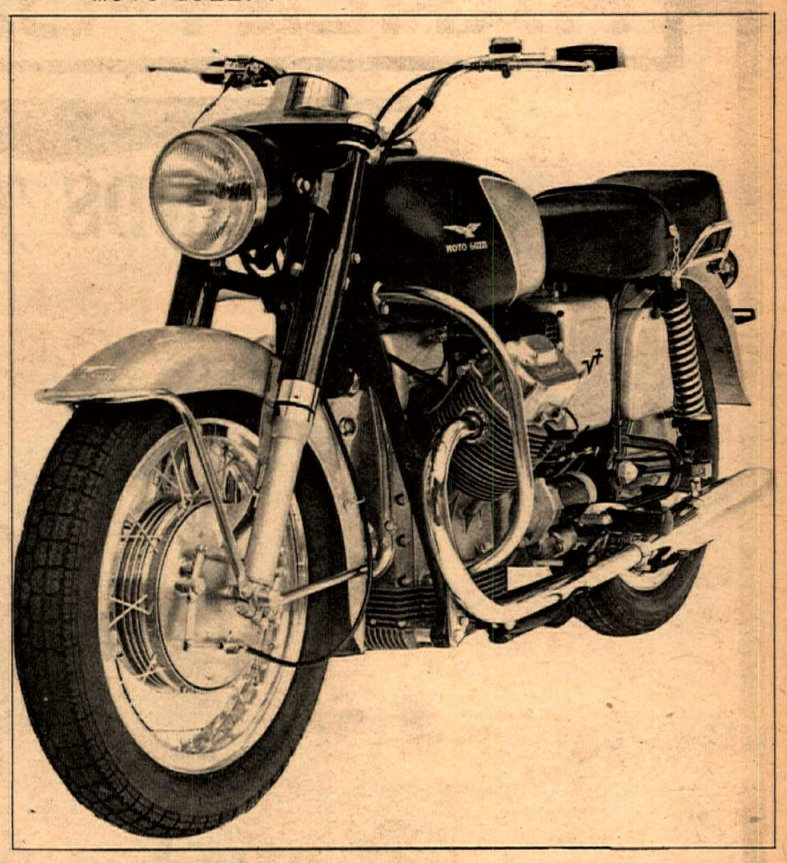

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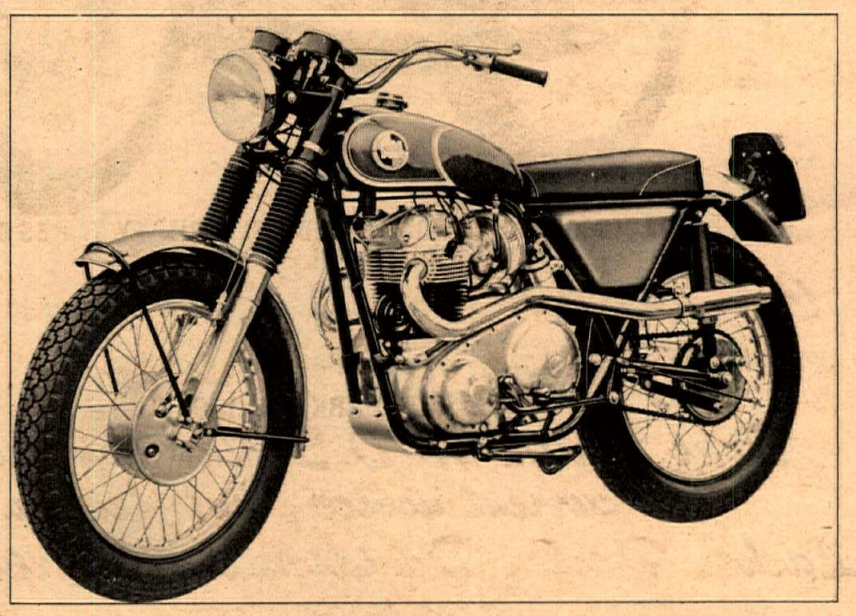

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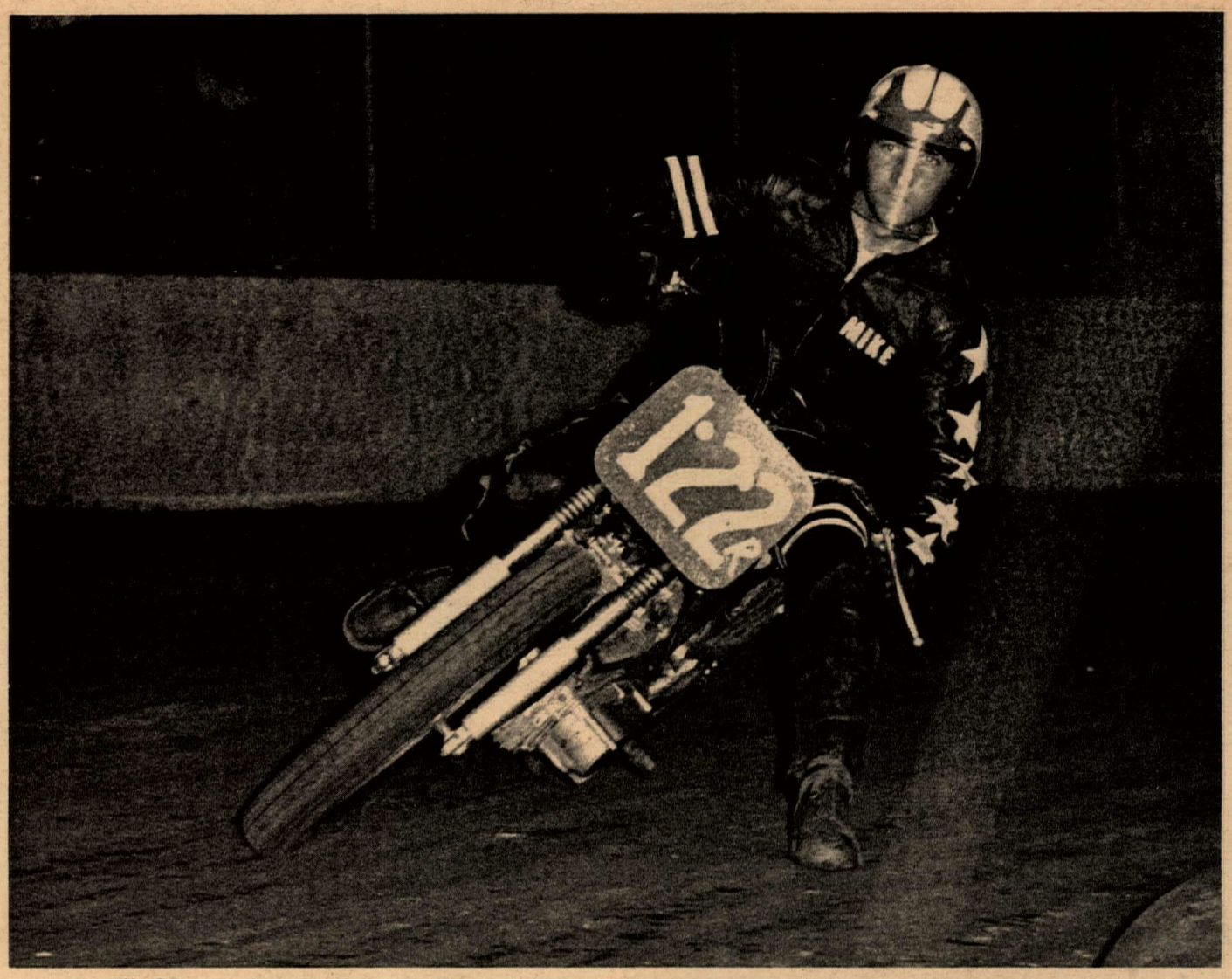


Mike Spitzer has been knocking on the door for some time, but not until last week did he pass and beat Rick Woods.

Rick Woods' Main Event winning streak at Orange County (Calif.) Speedway was finally broken last week by Honda-mounted Mike Spitzer. Mike got off to a fairly bad start but soon showed his riding ability on the new quarter-mile track. By lap three, Mike moved into second place and was in close contention with Woods. At the three-quarter mark, he had passed Rick and was in the lead. Woods, in hot pursuit, broke a chain and was forced to retire.

Right behind Rick came Randy Layne, also Honda-mounted, and last week's Trophy Dash winner, Eddie McGregor, was third. Rick had it a little better in the 250cc Trophy Dash by winning over Mike. This is the first time the full 250cc program has run on the quarter-mile track. Ron Jones, track owner, promises better lighting on the far west corner for this week's event.

Ron Taylor continued to dominate the 100cc class by winning both the Trophy Dash and the Main Event. Right behind Ron was last year's champion, Russ Robinson, second place in the Main. Russ hasn't been riding as consistently this year as Ron, which accounts for the lead which Taylor has gained in this class. Third place went to Gary Kearns from Fountain Valley.

No 500's Yet

The 500cc class has not as yet gotten underway. Most of the fellows with the 500cc machines have been waiting for the new quarter-mile track to be finished so they can run a complete program on it. The new quarter-mile surface is smooth and has good adhesion, so when the 500cc boys come out, it should offer the spectators and the riders an excellent program and a good course to ride on.

The Orange County show starts every Wednesday evening at 8 p.m. and offers about 2¼ hours of excellent flattrack racing.

(Results on page 16)

2,200 MILES ON 2 WHEELS IN TWO WEEKS

PART TWO

by Robert O. Fee

4th Day Saturday 40 miles

After a standard breakfast of eggs in the cafeteria where we chatted with a group of hikers preparing to leave on a two-day trek, we left Glacier Point for a leisurely ride to the valley floor. This time we stopped to scramble over Sentinel Dome and enjoy all the viewpoints.

Fay gasped in amazement and came to full attention as we cleared the 4200 ft.-long Wawona Tunnel and that fantastic view of Yosemite Valley popped into sight. After soaking it in for 20 minutes, we continued into the valley, stopping for views of El Capitan, the Cathedral Spires, the park Chapel and that famous view of Half Dome from Sentinel Bridge.

Traffic had been heavy all morning, but what was bumper to bumper around the campgrounds near Camp Curry rivaled any evening rush on the Los Angeles freeways. Forty-five minutes was spent riding in, around and out of each campground looking for an empty space. Finally, the third time in Camp 7, I asked a young lady if she knew of a vacancy — she didn't but her group was leaving immediately. We followed her and by slipping past 3 cars, a truck and 2 campers managed to secure a berth for the night.

We unloaded the box, setting out our sleeping bags and cookstove to reserve the table and remounted the Harley for a sightseeing trip down to El Capitan and back. We spent an hour at the village store and bake shop while a thunderstorm passed over, dumping a quick but soaking shower and providing some magnificent lightning displays.

Riding up to Mirror Lake, we parked the big twin and walked a foot trail a short distance into the forest. People weren't quite so plentiful here after the rain and we saw a good size buck and several other deer. Chipmunks abounded everywhere and squirrels scampered back and forth from tree to tree. Back at the campground there was time for a short nap before Fay cooked our dinner of Prime Rib au Jus.

Firefall Spectacular

The evening activities at Camp Curry are many and include the stage entertainment in the amphitheatre that Fay and I took in. A mixture of amateur and professional acts, the climax came when they turned off the lights for the firefall.

When the Camp Curry caller had finished his last call, "L-e-e-e-e-t the f-i-i-i-i-re f-a-a-a-a-a-al," the couple who had been singing on the stage started singing again. In the blackness, to the beautiful duet harmony of the Indian Love Call, the first embers came trickling off of the cliff 3000 feet overhead. The trickle swelled to a cascading, glowing, irridescent column of flowing fire and then dwindled to floating specks that drifted downward like fireflies as the strains of the "Love Call" reached a crescendo and together the firefall and song ended.

For the next 20 seconds the awed silence was broken only by the murmur of insect sounds in the nearby trees and a faraway car honking. The lights coming up brought us back to reality — and then the explosion began.

It really wasn't unlike the Hollywood Bowl. Several thousand people poured out of Camp Curry's parking lot only to stop for cars trying to get into the campgrounds. The long line of autos, stopped for one intersection frequently backed up into the last crossroads. The view of this monumental exodus and king size traffic jam is just short of fantastic when looking down on it from Glacier Point. That's why Fay and I were walking hand in hand back to our campsight. The wood smoke that smelled so delightful at the point was almost suffocating here in the valley.

5th Day Sunday 91 miles

Deep sonorous snores from the next door campsite only twenty feet away from our sleeping bags woke us as the sun painted the mountain peaks with its golden rays. By 6 a.m. we had completed our toilet, packed the cycle and were riding out of the campground to Camp Curry where we joined a short line of other early risers for breakfast.

Leaving Yosemite Valley via the Big Oak Flat road, we passed Tuolomne Grove of big trees and out of the park on Highway 220. This exit is very narrow, twisty and in some places quite steep. On some grades we were descending one foot for every five feet traveled forward. Naturally low gear got a good workout but the brakes stayed cool and didn't fade.

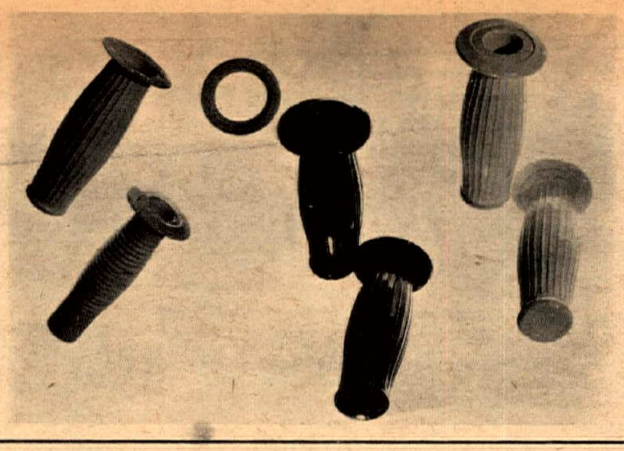
(Continued Next Week)

GET A GOOD GRIP

Daytona Products, Inc. now has available a full range of the popular Pullman handlebar grip to fit nearly all foreign and domestic motorcycles. Previously available in only one size (British) they are now manufactured to fit Japanese, European and U.S. machines. These new grips are available in black, white, red and blue.

Constructed of three separate pieces, they afford unusual "dampening" effect for all types of riding.

Retail prices begin at $1.95 depending on model.



NPG AVAILABLE IN PLASTIC BOTTLES

NPG Motor Oil, a synthetic, high temperature-high pressure lubricant, is now available in unbreakable, translucent plastic bottles.

For use in four cycle engines, NPG will blend with small ratios of mineral oil, so that flushing the engine is not required. NPG does not become "thin" with temperature as rapidly as mineral oils, and consequently oil pressures will increase. Viscosity index is said to be near ideal.

GILROY DEALER GEORGE HALL OPENS MODERN CYCLE STORE

by Donna Griffith

There are two things hindering me from giving a comprehensive report on the Grand Opening of George and Joanie Hall's Motorcycle Store. (I call it a store because it has the exclusiveness of an established and reputable shop but the refinements of store.) One is the fact I'm comparatively new to the sport of motorcycling, the other is that I'm a woman. When it comes to telling about machinery and equipment, I'm afraid I couldn't tell you what there is and what there isn't.

I do know that there is a machine shop, that it comes equipped with a mechanic and that it looks business-like — at least as far as machine shops can look business-like.

About the demonstrator motorcycles, I can tell you they have Triumphs, Montesas and Hondas because the manufacturers were thoughtful enough to put the names **right on the machines.**

However, these hindrances turn into assets because the **place** and not the shiny, new motorcycles was what I noticed. Therefore I can tell all about it's appearance.

Located next to the area for viewing slides and movies from the library George has started, there are parts and accessories. There are more parts and accessories on the upstairs mezzanine. Showers and dressing rooms are conveniently provided for men and women.

Joanie's experience at interior decorating is evident. The display area is spacious, light and airy. Exposed aggregate floors complement the color scheme. Everything in and about the store is attractive and tasteful. The atmosphere is relaxing and comfortable. This store is going to give a boost to public opinion about motorcycling and is also probably going to attract more women to the sport.

ELSINORE NIGHT SCRAMBLES

by Don Wallen

The hot afternoon at trackside gave way to a comfortable night of racing on Saturday, August 5th, undoubtedly a relief to some of the day racers who make it to Elsinore.

Small Bike Experts

Quite a war indeed built up here among only 8 to 10 riders. The first heat was won handily by T. Warren on a Bultaco Lobito that really scoots. Tom is now riding and working for Bultaco Western and came out to ride the 100 Bultaco and a 200 that's a mixture from 3 other Bultacos. Tom worked hard all night with the two bikes and won a second in the Moto.

A hard man to stop in any class, but also riding a 100 Hodaka has been and is G. Bailey who on this night won the 100 Moto, won the 200 Moto and came in third in the 500 Open Expert. Bailey's ride in the Sweepstakes will be long remembered because it looked like the 100 Hodaka could hold back the big bikes for about 3 laps; that is, until C. Cargo came by like the proverbial night freight.

Quite a little excitement came before the races, as it often does in the pits. B. Spier broke a throttle cable on his Honda and had about three guys working trying to jury-rig something that would work, which it did, enough to get Spier a third in his Moto.

The usual cast was on hand for a good night of racing in this class. C. Cargo won the moto on his BSA Shooting Star. This bike is equipped with the C. Cargo Zip Kit. Clutch rode real steady all night, winning the sweeps also and was looking forward to Sunday's race at Ventura. J. Kato, also on a BSA, got the second place favors in this class, charging hard after Clutch all night, and Bailey on a 360 Greeves took third.

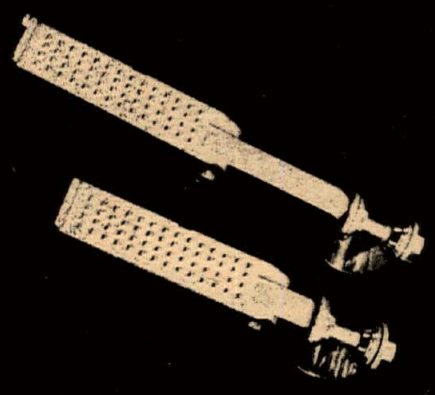
Of interest is that distance does not seem to be a factor in motorcycling. Joe Flores, who has been up in Salinas on vacation, drove four hours this evening to get to Elsinore for some sport.

In the Open Novice class, the interesting battle for first took place between two B. Tondro's, both on Triumphs. Father and son, battled hard, and the son won.

Stuff And Things

It was a very good night and not such a late one, in that things went along smoothly with not too many interruptions. The Trophy presentation was good, too, as one of the last trophies presented was to N. Benton who broke his ankle four weeks ago on a Triumph Cub. Norm received a special Hard Luck Trophy that looks like a monkey-like man, holding a steering wheel in one hand, and all bandaged up.

(Results on page 16)



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OFFER ENDS AUGUST 31, 1967

All results unofficial unless otherwise noted.

RESULTS

TWIN WHEELERS M.C.
Ventura, Calif., Aug. 6, 1967

POWDER PUFF
Eulene Long — Hon
Kelly Struble — Hod

50cc NOV-AM.
Hondo Long — Yam
David Sprayberry

100cc NOVICE MAIN
1. Danny Hockie — Hod
2. Ken Green Jr.
3. Tom Warren
4. Bruce Nosbusch

100cc AM. MAIN
1. Jeff Johnson — Hod
2. Tim Northern
3. Ken Green

100cc EXPERT
1. Mike Lane — Hod
2. Randy Smith
3. Randy Mathews
4. Gary Bailey

175 NOVICE
1. Mickey Alzola
2. Chuck Parkinson
3. Claude Long
4. Bill Fulton

175 AMATEUR MOTO
1. Steve Bast
2. Dave Stroman

200 EXPERT
1. Mike Lane — Bul
2. Gary Bailey — Gre

200 EXPERT
Mike Lane — Bul
Gary Bailey — Gre

200 NOV-AM.
1. Tom Warren — Bul
2. John Wiley
3. Tom Shumard
4. Steve Davis
5. Stan Rogers

250cc NOVICE
1. Tom Warren — Bul
2. R. L. Parker
3. Jim O'Neil
4. L. Veroom

SIDEHACK MAIN
1. Mike Parti
Jim Moffitt
2. Gerry Person
Gary Weber
3. Jim LeBlanc
Bob Burns

250cc AMATEUR
1. John Riggen — Bul
2. Mike Taylor
3. Chuck Stromagher
4. Orvis Stacey

250cc EXPERT MAIN
1. Gary Bailey — Gre
2. Richard Scott — Bul
3. Geo. Omo Jr. — Mon
4. Ron Pierce

250cc NOV.
1. Eugene Smith
2. Dennis Sexton
3. Ed Young
4. Chuck Wineinger

350cc AMATEUR
1. Richard Wunder
2. Alex Chinowski

500 AMATEUR
1. Gary Bailey — Gre
2. Clarence Pittman

500cc NOV.
1. Orvis Stacey
2. Allen Tubbs
3. Joe Gurbin

500cc EXPERT
1. Clutch Cargo — BSA
2. Johnny Isaacs

650cc NOVICE
1. John Wiley — Tri
2. John Sheelar
3. Bob Konoff
4. Jim Foxe

650cc AMATEUR
1. Alex Chryzanowski — Tri
2. Terry Dorsch
3. John Scantlin
4. Bill Branson

650cc OPEN EXPERT
1. Ben Fakkeldy — Tri
2. Jeff Sperry — H-D
3. Billy Brewer

ELSINORE TT RESULTS
Sat. August 5, 1967
By Don Wallen

100cc NOVICE
1. J. West — Hod
2. W. Blakelee — Bri
3. S. Jones — Hod

200cc NOVICE
1. N. Burascano — Hon
2. K. Hudson — Bul
3. W. Carroll — Suz

250cc NOVICE
1. E. Shinault — Hus
2. R. Shull — Bul
3. D. Anderson — Hon

350cc NOVICE
1. J. Wahl — Hon
2. L. Nooney — Hon
3. W. LaConte — Hon

500cc NOVICE
1. J. Wahl — Hon
2. D. Ryner — BSA
3. S. Brifka — Mat

OPEN NOVICE
1. B. Tondro — Tri
2. B. Tondro Jr. — Tri
3. B. Bartels — Tri

100cc EXPERT
1. G. Bailey — Hod
2. T. Warren — Bul
3. B. Spier — Hon

200-250cc EXPERT
1. G. Bailey — Gre
2. J. Kopp — Gre

500cc OPEN EXPERT
1. C. Cargo — BSA
2. J. Kato — BSA
3. G. Bailey — Gre

ORANGE CO. SPEEDWAY
Aug. 2, 1967

100cc T.D.
1. Ron Taylor — Yam

250cc T.D.
1. Rick Woods — Duc

100cc MAIN
1. Ron Taylor — Yam
2. Russ Robinson — Suz
3. Gary Kearns — Yam
4. Dave Massingham — Yam
5. Eddie McGregor — Suz
6. David Quiroz — Gil

250cc MAIN
1. Mike Spitzer — Hon
2. Randy Layne — Hon
3. Eddie McGregor — H-D
4. Jeff Johns — Duc
5. Gil Robbins — RE
6. Bob Grauer — Hon

ACA SHORT TRACK
South Gate, Aug. 1, 1967
By Maureen Lee

100cc MAIN
1. Gary Calkins — Yam
2. Dan Kelley — Hon
3. Rick Woods — Hon
4. Tom Warren — Bul
5. Gary Kearns — Yam
6. Dwayne Lundberg — Hon
7. Carroll Heiland — Yam
8. Jim Arledge — Yam

250cc MAIN
1. Lee Stumpenhaus — Bul
2. Stan Rogers — Bul
3. Rick Woods — Hon
4. Jim Paulnott — Bul
5. Jim Fulton — Hon
6. Carral Skow — Bul
7. Dick Weinbrandt — Bul

100cc TROPHY DASH
1. Gary Calkins — Yam
2. Rick Woods — Hon
3. Jim Arledge — Yam

250cc TROPHY DASH
1. Lee Stumpenhaus — Bul
2. Rick Woods — Hon
3. Stan Rogers — Bul
4. Dick Weinbrandt — Bul

ASCOT TT RESULTS
August 5, 1967

15-LAP EXPERT MAIN EVENT
1. Skip Van Leeuwen — Tri
2. Dallas Baker — BSA
3. Eddie Mulder — Tri
4. Bob Bailey — Tri
5. Dave Palmer — Nor
6. Mike Haney — Tri
7. Dan Haaby — BSA
8. Rich Thorwaldson — Tri
9. Bill Manley — Nor
10. Butch Landguth — Tri
11. Clyde Litch — Tri
12. Dusty Coppage — Tri

Time: 11:53.09

10-LAP AMATEUR MAIN EVENT
1. Larry Wilburn — Tri
2. Butch Turner — Tri
3. Marty MacDonald — Tri
4. Jan Crawford — Tri
5. Carl Patrick — Tri
6. Dick Mercier — Tri
7. Ron Miller — Tri
8. Mike Van Acker — Tri
9. Bob Ledford — Tri
10. Paul de la Torre — Tri
11. Roger Goldthwaite — RE
12. John Sprague — Tri

Time: 8:17.48

8-LAP NOVICE MAIN EVENT
1. Steve Ellsworth — Bul
2. Chuck Baker — Mon
3. Jim Peterson — BSA
4. Frank Roseberry — Duc
5. Bob Ferro — Bul
6. Rick Blake — Bul
7. Dick Theroux — Hon
8. Rick Durkee — Bul

Time: 5:15.68

2-LAP EXPERT TROPHY DASH
1. Dave Palmer — Nor
2. Dusty Coppage — Tri
3. Skip Van Leeuwen — Tri
4. Eddie Mulder — Tri

Time: 1:36.83

PONDEROSA DESERT
July 31, 1967

OPEN BIKES
1. W. Seigfred — Tri
2. M. Steele — Tri
3. M. Popovics — Bul
4. J. Palacios — Gre
5. J. Dorius — Hus
6. T. Lapadakins — Tri
7. C. Hempstead — Tri
8. J. Baker — Tri
9. L. Gattis — BSA
10. W. Brewer — Mon
11. D. Fields — BSA
12. J. Isaacson — Bul
13. G. Peterson — BSA
14. G. Ethevigde — Gre
15. D. Hallin — Gre

TRAIL BIKES
1. L. Taylor — Hod
2. W. Anderson — Hod
3. R. Bush — Hod
4. G. Sousa — Hod
5. L. Hedden — Hod
6. D. Etherigde — Hod
7. M. Lee — Hod
8. L. Hyde — Hod
9. J. Alsup — Hod
10. M. Burton — Hod
11. V. Autry — Hod
12. D. Ownbey — Hod
13. W. Washbum — Hon
14. T. West — Hod
15. B. Seaman — Yam

DEHESA TT SCRAMBLES
San Diego, Sun. Aug. 6, 1967
By Al Knudsen

OPEN EXPERT
1. Eddie Mulder — Tri
2. Travis Petton — Tri

250cc NOVICE
1. Jim Peterson — BSA
2. Chuck Baker — Mon

250cc SPORTING
1. Bill Silverthorn — Hus

100cc SPORTING
1. Jim McGuire — Hod

INDIANAPOLIS RACEWAY PARK
MIDWEST DRAG CHAMPIONSHIP
Saturday, August 5, 1967

FUEL
AA/FUEL: Sam Machine, Inkster, Mich. — H-D 9.65—143.00
B/FUEL: Jeff Gough, Newark, Ohio — Tri 10.20—141.00
C/FUEL: Bob Boggess, Inkster, Mich. — Hon

GAS
AA/GAS: Richard Gordon, Chicago, Ill. — H-D 10.23—130.00
B/GAS: George Denton, Indianpolis, I — Tri 13.00— —
C/GAS: Darrel DeVilbiss, Dayton, Ohio — Tri 11.02—118.00
E/GAS: Bill Campbell, Steator, Ill. — Tri 12.84—108.30
F/GAS: Wm.A.Ellison, Greenfield, O. — Hon 13.85— —
G/GAS: Dick White, Kenosha, Wisc. — Duc 10.00— 77.00

MODIFIED
AA/MOD: Dallas Elswick, Columbus, O. — H-D 11.93—112.00
A/MOD: Fred Preibisco, Dayton, Ohio — H-D 12.12—101.35
B/MOD. John Gregory, Kenosha, Wisc. — Nor 12.62—112.00
C/MOD: Bill Tyree, Indlpls, Ind. — Hon 14.58— 86.00

STOCK
AA/STOCK: Nathaniel Parsons, Indpls. — H-D 13.00— —
A/STOCK: James Geisler, Dayton, O. — H-D 13.52—101.00
B/STOCK: George Cox, Zionsvlle, Ind — Tri 13.70— 96.00
D/STOCK: Danny Nichols, Plains. Ind — Yam 16.35— 75.50
F/STOCK: James Young, Ind'pls. Ind. — Yam 17.40— 74.00

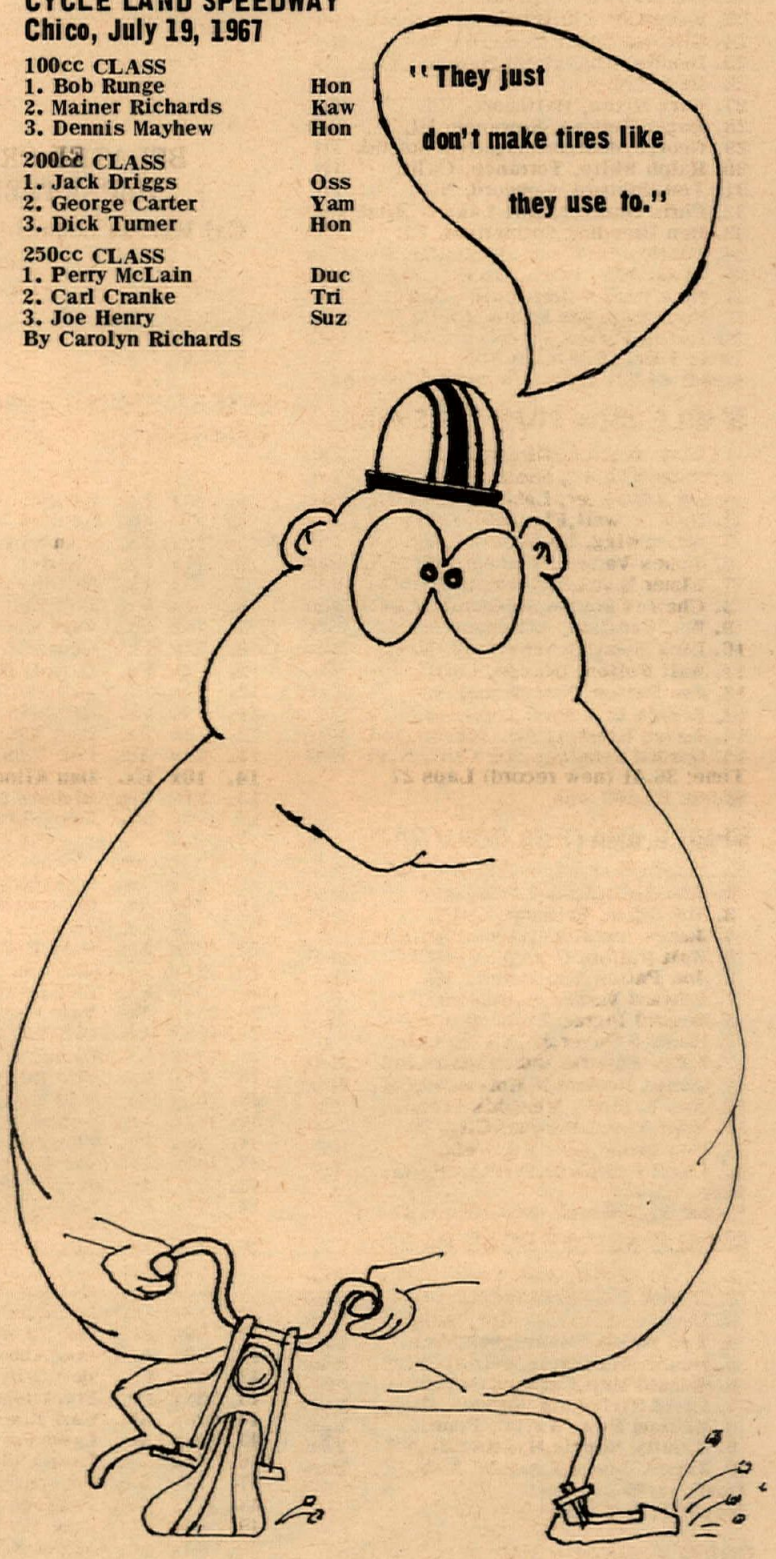
CYCLE LAND SPEEDWAY
Chico, July 19, 1967

100cc CLASS
1. Bob Runge — Hon
2. Mainer Richards — Kaw
3. Dennis Mayhew — Hon

200cc CLASS
1. Jack Driggs — Oss
2. George Carter — Yam
3. Dick Turner — Hon

250cc CLASS
1. Perry McLain — Duc
2. Carl Cranke — Tri
3. Joe Henry — Suz

By Carolyn Richards



Cartoon by Pat Murphy

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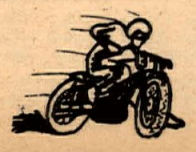


Ventura Twin Wheelers M.C. wants to thank the Bay Mare management for their co-operation Aug. 6th by not having races there.

Best wishes for the future-
Twin Wheelers

INDIANAPOLIS RACEWAY PARK

110-MILE NATIONAL CHAMPIONSHIP ROAD RACE
Indianapolis Raceway Park
Sunday, August 6, 1967

1. Calvin Rabyorn,San Diego,Calif. H-D
2. Dick Hammer,Lakewood, Calif. Tri
3. Mert Lawwill, San Francsco,Cal. H-D
4. George Roeder,Monroeville,Ohio H-D
5. Dick Newell, El Monte, Calif. Tri
6. Fred Nix, Lawton, Okla. H-D
7. Buddy Elmore, El Paso, Tex. Tri
8. Donald Twigg, Hagerstown, Md. BSA
9. Bob Sholly, Camp Hill, Pa. Tri
10. Jack McNairy, Albuquerque, N.M. H-D
11. Warren Fickinger, Denver, Colo. H-D
12. Dennis Adler, Sioux Falls, S.D. Tri
13. Doug Showler, Cleveland, Ohio Tri
14. William Werner,Bethleham, Pa. H-D
15. Jim Leineweber, Chicago, Ill. BSA
16. Dick Gariepy, Barre, Mass. Tri
17. Loren Thompson,Hutchinson,Kan. H-D
18. Gordon Jennings,Sea Cliff, N.Y. Vel
19. Art Barda, Kenosha, Wisc. Tri
20. Robert Farmer, Clayton, Ind. H-D
21. Peter Ploskee, Kenosha, Wisc. Tri
22. Donald Beasley,Evansville,Ind. Tri
23. Robert Hinkle,Brooksville, Ohio Tri
24. Clifford Bell,Evansville, Ind. H-D
25. Dennis Schoenfeldt,Houston,Tex. Tri
26. Bart Markel, Flint, Mich. H-D
27. Gary Nixon, Baltimore, Md. Tri
28. Roger Reiman, Kewanee, Ill. H-D
29. George Montgomery,Silver Spr,Md. Tri
30. Ralph White, Torrance, Calif. Tri
31. Ted Hubbard, Concord, N.J. Tri
32. Chris Draayer, Salt Lake C.,Utah H-D
33. Ben Breeding,Springfield, Ill. BSA
34. Charles Southgate,Nashville,Tenn Hon
35. Al Gaskill, Utica, Mich. BSA
36. Dick Mann,Schenectady, N.Y. BSA
37. Ron Grant,San Mateo, Calif. Yam
38. James Varnes,Vicentown, N.J. MTC

Time: 1 Hr, 18 Min, 20 Sec.
Speed: 84.734 mph (new record) 59 laps

50-MILE 250cc ROAD RACE FINAL

1. Gary Nixon,Baltimore, Md. Yam
2. Ronald Grant, San Mateo, Calif. Suz
3. Dick Hammer, Lakewood, Calif. Suz
4. Dick Newell,El Monte, Calif. Yam
5. Don Twigg, Hagerstown, Md. Yam
6. James Varnes, Vincentown, N.J. Yam
7. Elmer Morra,Pittsburgh, Penn. Yam
8. Charles Ingram,Scraborough,OCan Yam
9. Wm. Canfield, Albuquerque, N.M. Suz
10. Dick Mann, Schenectady, N.Y. Kaw
11. Walt Fulton, Orange, Calif. Suz
12. Jon Patton, Van Buren, Ark Yam
13. Bennie Bowden,Kalamazoo,Mich. H-D
14. James Kersting,No. Judson, Ind. Kaw
15. Gordon Jennings,Sea Cliff, N.Y. H-D

Time: 36.41 (new record) Laps 27
Speed: 82.803 mph

50-MILE AMATEUR ROAD RACE

1. Art Baumann,Los Angeles,Cal. Hon
2. Ron Widman,St. Louis, Mo. H-D
3. Jim Odom, Fremont, Calif. MTC
4. James Anzalone,Cambridge,Mass Tri
5. Walt Fulton, Orange, Calif. H-D
6. Jon Patton,Van Buren, Ark. Tri
7. Edward Varnes,Parkesburg, Pa. BSA
8. Samuel Ingram,Indianapolis,Ind. BSA
9. Howard Coyer,Jr.,N.Cumberlnd,P. Tri
10. Larry Roberts,Indianapolis,Ind. H-D
11. James Deehan,N.Holywood,Cal. Hon
12. Wm. E. Moyt, Memphis, Tenn. Tri
13. Mike Ninci, Kansas City, Mo. H-D
14. Don Droud,Lincoln, Nebr. Tri
15. Cecil Campbell,Ft.Pierce,Fla. Tri

Time: 37:08
Speed: 81.796 mph (new record 27 laps

40-MILE NOVICE ROAD RACE

1. David Bloom, Ann Arbor, Mich. Yam
2. Robert Wakefield,Indianapolis,I. Kaw
3. Douglas Libby,Taylor, Mich. Yam
4. Ted Boody,Battlecreek,Mich. Kaw
5. Duane McDaniels,Detroit, Mich. Yam
6. Ronald Muir,Carbondale, Ill. Suz
7. Elvis Nicholson, Dexter, Mich. Yam
8. William Pew, Wayne, Penn. Yam
9. J.Garry Nepple,Hyattsville,Md. Yam
10. James Adams,Lincoln, Nebr. Yam

Time: 31:45 22 laps
Speed: 77.952 mph

DORSEY, MARYLAND
Results July 22, 1967

TROPHY DASH

1. R. McKeen Bul
2. B. Sholly Duc
3. D. Twigg Duc
4. M. Myers H-D
5. L. Palmgren Tri

MAIN EVENT

1. B. Sholly Duc
2. R. McKeen Bul
3. M. Myers H-D
4. L. Palmgren Tri
5. E. Myers Bul
6. B. Barnes Duc

1st SEMI

1. R. McKeen Bul
2. M. Myers H-D
3. L. Palmgren Tri
4. B. Barnes Duc
5. L. Zechman Bul
6. D. Sears Tri

2nd SEMI

1. D. Twigg Duc
2. B. Sholly Duc
3. E. Myers Bul
4. M. Doying Bul
5. C. Williamson Tri
6. W. Halweg Bul

ASCOT HALF-MILE RESULTS
Friday, Aug. 4, 1967

15-LAP EXPERT FINAL

1. Mel Lacher H-D
2. Jim Nicholson Tri
3. Chuck Jones BSA
4. Dan Haaby BSA
5. Sammy Tanner BSA
6. Shorty Seabourne BSA
7. Ralph White BSA
8. Eddie Hammond BSA
9. Blackie Bruce BSA
10. Clyde Litch BSA

AMATEUR FINAL

1. Roger Goldthwaite Enf
2. Phil Todd BSA
3. Carl Patrick Tri
4. Gaylor Emick BSA
5. Len Earl H-D
6. Ed Applegate BSA
7. Gary Waldo H-D
8. Ron Lacher BSA

NOVICE FINAL

1. Dave Smith H-D
2. Joe Hamilton Yam
3. Bill Cody H-D
4. George Omo Yam
5. R. Ellisarras Suz
6. Rick Durkee Suz
7. Jim Peterson Suz
8. Jerry Peters Yam
9. Ken Lighthouse Yam
10. Ralph Acosta H-D

BELATED CREDIT DEPARTMENT

Cal Makela compiled the District 37 Desert Heavyweight point standings which were published in Cycle News last week.

DESERT LIGHTWEIGHT DIVISION
Point Standings—2nd Quarter

				Pts.
1.	48x	Ex.	Kendall Angell	1083
2.	102x	Ex.	Howard Jackson	1055
3.	19x	Ex.	Don Watkins	1021
4.	17x	Ex.	Charles Gates	954
5.	65x	Ex.	Dennis Torgerson	925
6.	1x	Ex.	Bob Belt	920
7.	16x	Ex.	Gary Griffin	896
8.	57x	Ex.	George Green	875
9.	2x	Ex.	Carroll Ditson	857
10.	37x	Ex.	Bob Weatherwax	780
11.	5x	Ex.	Gary Conrad	740
12.	3x	Ex.	Gary Cole	670
13.	56x	Am.	Bob Rodine	645
14.	10x	Ex.	Dan Kline	550
15.	81x	Am.	Richard Boyle	515
16.	99x	Am.	Stan Phillips	515
17.	22x	Ex.	Allison Vanderpool	487
18.	23x	Am.	George Walker	456
19.	85x	Am.	Bill Harris	450
20.	34x	Am.	Charles Kocsis, Jr.	440
21.	6x	Ex.	John Coots	405
22.	30x	Am.	Gary DeWitt	395
23.	21x	Ex.	Malcolm Smith	390
24.	35x	Ex.	Bill Friant	390
25.	254x	Am.	Yale Camp	387
26.	105x	Am.	Bill Ydiando	385
27.	729x	Ex.	Glenn Thomas	370
28.	11x	Ex.	Bob Riley	362
29.	129x	Am.	Walt Podolece	354
30.	360x	Am.	Dexter Halldin	353
31.	38x	Ex.	Charlie Hockie	345
32.	209x	Am.	Tom Senner	335
33.	29x	Am.	Jimmy Thomas	335
34.	67x	Ex.	Dave Ekins	325
35.	9x	Ex.	Bill Harry	320
36.	109x	Am.	John Maroney	310
37.	192x	Am.	Casy Folks, Jr.	310
38.	302x	Am.	Pat McGuire	295
39.	18x	Ex.	Bill Hutton	280
40.	40x	Am.	Ron Bishop	280
41.	68x	Am.	Don Abbott	257
42.	45x	Ex.	Moe Griffin	256
43.	558x	Ex.	Don Clemens	250
44.	922x	Am.	Earl Roeseler	250
45.	406x	Am.	Lynn Fortner	233
46.	4x	Ex.	Lynn Cole	230
47.	72x	Am.	Chesley Smith	230
48.	347x	Am.	Pete Slavik	228
49.	64x	Am.	Mike McCoy	226
50.	49x	Am.	Arden Schug	223
51.	59x	Am.	Ted Peterson	215
52.	420x	Nov.	James Cooke	212
53.	700x	Am.	Dick Smith	205
54.	402x	Nov.	Mike Haller	202
55.	42x	Am.	Ron Hall	200
56.	101x	Am.	Dub Smith	190
57.	8x	Ex.	Bill Johnson	190
58.	14x	Ex.	Noel Cobbs	190
59.	66x	Am.	Don Benson	185
60.	684x	Nov.	Bob Kulek	175
61.	637x	Am.	Carl Stevens	175
62.	50x	Ex.	Wes Kellogg	171
63.	144x	Nov.	Dick Fichtner	169
64.	880x	Nov.	Stanley Leak	166
65.	103x	Ex.	Bill Hill	165
66.	123x	Nov.	Fred Trueman	165
67.	179x	Nov.	Bill Menchen	165
68.	301x	Nov.	Jim Beres	160
69.	87x	Nov.	Frank Cochrane	160
70.	28x	Ex.	Max Switzer	155
71.	277x	Nov.	Dave Richardson	150
72.	80x	Ex.	Bud Goosen	150
73.	62x	Am.	Steve Ellsworth	150
74.	43x	Ex.	Ray Johnson	150
75.	106x	Nov.	Gray Gerlich	149
76.	03x	Ex.	Bill Thorwaldson	149
77.	90x	Nov.	Russ Woodworth	145
78.	508x	Nov.	Darryl Ellis	145
79.	786x	Nov.	Kurt Lohmeyer	145
80.	640x	Nov.	Joseph Kulek	143
81.	498x	Nov.	Jerry Dobsen	141
82.	636x	Nov.	Charles Hermanson	141
83.	300x	Nov.	Don Afflack.	140
84.	89x	Ex.	Jim Brunson	135
85.	98x	Nov.	Bob McCommon	134
86.	371x	Nov.	Warren Goff	133
87.	599x	Ex.	Steve Camp	130
88.	47x	Ex.	Neil Fergus	130
89.	88x	Nov.	Lonnie Betta	130
90.	222x	Nov.	Bill Reagan	127
91.	343x	Am.	John Isaacs	125
92.	32x	Am.	Larry Haley	123
93.	342x	Nov.	Gerald Carrick	122
94.	168x	Nov.	Jess Woodfin, Jr.	122
95.	63x	Am.	John Anderson	120
96.	416x	Ex.	John Mallett	120
97.	189x	Nov.	Tommy A. Poteet	114
98.	266x	Nov.	Terry Haug	112
99.	107x	Ex.	Tim Smith	111
100.	200x	Nov.	Tom Dobson	110
101.	540x	Nov.	LeRoy Strand	105
102.	215x	Nov.	Walter Fichtner	105
103.	547x	Ex.	Bill Hair	100
104.	777x	Nov.	Don Memmott	99
105.	718x	Nov.	Ray Bandfield	95
106.	25x	Ex.	Don Holiser	95
107.	204x	Nov.	Don Buhl	91
108.	490x	Nov.	Bill Staats, Jr.	90
109.	75x	Nov.	Al Lewis	90
110.	555x	Nov.	Skip Welty	90
111.	217x	Nov.	John Adams	90
112.	162x	Nov.	Fred Dannenfelzer	86
113.	393x	Ex.	Ed Crowell	85
114.	626x	Nov.	Lee McCormick	85
115.	36x	Am.	Steve Staats	75
116.	418x	Am.	Don Shore	75
117.	55x	Ex.	Lloyd Lingelbach	74
118.	248x	Nov.	Ronnie Francis	74
119.	278x	Nov.	Terry Trachy	73
120.	119x	Nov.	Ken Bourgeois	71
121.	256x	Nov.	Jack Freeman	70
122.	261x	Nov.	Richard Stanworth	70
123.	77x	Nov.	Allen Welcome	70
124.	174x	Nov.	Dave Fletcher	70
125.	738x	Nov.	Dave Miller	68
126.	79x	Am.	Chester Nakamoto	66
127.	327x	Nov.	Richard Hall	65
128.	110x	Nov.	Artie DeVine	64
129.	158x	Nov.	Mickey Alzola	63
130.	91x	Nov.	Jerry Wagner	63
131.	235x	Nov.	Ed Wanjon	61
132.	74x	Nov.	Warren Griffin	60
133.	312x	Nov.	Don Wiseman	58
134.	151x	Nov.	Ed Scott	58
135.	97x	Nov.	Clyde Howdy	57
136.	207x	Nov.	Bob Wright	56
137.	738x	Nov.	Ed Miller	56
138.	523x	Nov.	Joe Sanderson	55
139.	24x	Am.	Hugh Gipe	55
140.	797x	Nov.	Don Dixon	55
141.	919x	Nov.	Mile Hinshaw	55
142.	291x	Nov.	Earl Penny	54
143.	130x	Nov.	Joe Botti	53
144.	493x	Nov.	Ken Havegger	52
145.	316x	Nov.	John Schultz	50
146.	54x	Am.	Steve Cole	50
147.	15x	Ex.	Phill Bowers	50
148.	214x	Nov.	Howard Vassar	50
149.	395x	Am.	Jim Chroner	50
150.	366x	Nov.	Norman Smith	46
151.	58x	Am.	Don Leech	45
152.	697x	Nov.	Mike Popovics	45
153.	230x	Nov.	Alan Gibbs	45
154.	198x	Nov.	Marvin Beard	45
155.	608x	Nov.	John Shepard	44
156.	307x	Nov.	Jim Willford	43
157.	228x	Nov.	Gary Gibson	43
158.	20x	Ex.	Orie Cole	40
159.	538x	Nov.	Glenn Smith	40
160.	532x	Am.	John Harrison	40
161.	336x	Nov.	James Close	40
162.	436x	Nov.	Jim LeBlanc	40
163.	856x	Nov.	Bob Shugrue	40
164.	648x	Nov.	Allen Boyle	39
165.	84x	Nov.	Garry Schuelke	38
166.	441x	Nov.	Chief Galbraith	37
167.	682x	Nov.	Jim Greaves	37
168.	182x	Nov.	Dennis Schneider	37
169.	7x	Ex.	George Darnell	35
170.	398x	Nov.	James Cady	35
171.	456x	Nov.	John Oddone	35
172.	763x	Nov.	John Douglas	35
173.	560x	Nov.	Al Hillan	35
174.	628x	Nov.	Tom Scales	35
175.	122x	Nov.	James R. Artz	34
176.	141x	Nov.	Ed Fuller	32
177.	212x	Nov.	Ken Jenner	32
178.	687x	Nov.	John Boughner	30
179.	295x	Nov.	Tom Moto	30
180.	227x	Am.	Jack Gray	30
181.	691x	Am.	Boyd Hjalmalson	30
182.	812x	Nov.	Ernie Aragon	30
183.	304x	Nov.	Roy Prince	30
184.	774x	Ex.	Floyd Burke	30
185.	156x	Nov.	Richard Hale	30
186.	627x	Nov.	Marshall Carey	29
187.	240x	Nov.	Mike Steele	27
188.	383x	Nov.	Bill Turner	27
189.	714x	Nov.	Bob Edwards	27
190.	818x	Ex.	Burt Brundage	27
191.	422x	Nov.	Max Wade	25
192.	71x	Nov.	John McCoy	25
193.	693x	Nov.	Willy Hill	25
194.	344x	Nov.	Larry Lane	24
195.	96x	Ex.	Bill Messer	24
196.	332x	Nov.	James Diehl	24
197.	171x	Nov.	Robbie Beecher	24
198.	633x	Ex.	Don Bohannon	23
199.	31x	Ex.	Ed Scheidler	22
200.	142x	Nov.	David Chandler	21
201.	384x	Nov.	Monty Majesky	21
202.	581x	Nov.	Art Yellin	21
203.	241x	Nov.	George Etherirdge	21
204.	689x	Am.	Jim Connolly	21
205.	272x	Nov.	Jerry Richardson	19
206.	180x	Nov.	Al Francis	18
207.	524x	Nov.	Jim Perkins	18
208.	882x	Am.	Bob Ashline	18
209.	692x	Nov.	Doug Slumskie	17
210.	82x	Am.	Marvin LeBlanc	16
211.	650x	Nov.	Gary Moen	16
212.	226x	Nov.	Paul LeBeau	15
213.	139x	Nov.	Ken Carnes	15
214.	117x	Nov.	Everett Creach	15
215.	739x	Nov.	Micky Munoz	15
216.	391x	Am.	Art Ramirez	15
217.	494x	Nov.	Don Whisenant	15
218.	530x	Nov.	Don Rapp	14
219.	685x	Nov.	Carroll Skov	14
220.	607x	Nov.	Don Stanley	14
221.	871x	Nov.	Bud Jones	14
222.	285x	Nov.	Hector Shriver	13
223.	683x	Nov.	Bill Ward	13
224.	642x	Nov.	Tracy Best	13
225.	154x	Nov.	Ken Meter	12
226.	674x	Nov.	Thomas Hudson	12
227.	505x	Nov.	Gary Brittain	12
228.	341x	Nov.	Ron Burpo	12
229.	809x	Nov.	Dean Goldsmith	12
230.	932x	Nov.	Tom Culp	12
231.	603x	Nov.	Jim McClurg	11
232.	433x	Nov.	Howard Hoffman	11
233.	823x	Nov.	Jimmy Stein	11
234.	463x	Am.	Dick Moseley	11
235.	317x	Nov.	Paul Schulz	10
236.	572x	Nov.	Fred Soteros	10
237.	46x	Am.	Joe Yrigoyen	10
238.	203x	Nov.	Dane Anderson	10
239.	519x	Nov.	Richard Schultz	10
240.	447x	Nov.	Bob Higbee	10
241.	940x	Nov.	Jim Miller	10
242.	328x	Nov.	Richard Lichtenfelt	10
243.	878x	Nov.	Jim Carr	10
244.	470x	Nov.	Richard Juarez	9
245.	502x	Nov.	Melvin Poteet	9
246.	286x	Nov.	Fred Bailey	9
247.	140x	Nov.	Don Hess	9
248.	229x	Nov.	Melvin Shapiro	8
249.	791x	Nov.	Richard Foster	8
250.	567x	Nov.	Ralph Newcomb (Ed)	7
251.	390x	Nov.	Ray Rieger	7
252.	380x	Nov.	Ken Jordon	7
253.	933x	Nov.	William Rietveld	7
254.	952x	Nov.	Luther Rivers	7
255.	318x	Nov.	John Schulz	6
256.	896x	Nov.	Jim Bentley	6
257.	586x	Nov.	James Hill	6
258.	565x	Nov.	Bob McIntyre	5
259.	369x	Nov.	J.L. Ellsworth	5
260.	694x	Nov.	Pete Prestia	5
261.	900x	Nov.	Bill Baum	5
262.	308x	Nov.	Mike Leitch	4
263.	821x	Nov.	Eugene Cox	4
264.	376x	Nov.	Howard Markham	4
265.	455x	Nov.	Tom Harrington	4
266.	824x	Nov.	Jim Baird	4
267.	928x	Nov.	Terry Nottinghan	4
268.	582x	Nov.	Sam Turner	3
269.	197x	Nov.	Fred MacDougall	3
270.	667x	Nov.	Frank Mellinger	3
271.	795x	Nov.	Dale Stoner	3
272.	622x	Nov.	Rudy Luceco	3
273.	760x	Nov.	Ken Weston	3
274.	509x	Nov.	Ralph Trachy	2
275.	237x	Nov.	Boris Dobrotin	2
276.	623x	Nov.	Ted Whitehead	2
277.	233x	Nov.	Mike Brown	2
278.	546x	Nov.	Carroll Walker	2
279.	577x	Nov.	Don Ross	2
280.	403x	Nov.	Gerald Eckert	1
281.	364x	Nov.	Don Morrison	1
282.	890x	Nov.	Ed Enochs	1
283.	679x	Nov.	John Lindeberg	1
284.	827x	Nov.	Keith Collier	1
285.	195x	Nov.	Robert Maley	1

CLUB STANDINGS

1.	Prospectors M.C.	4167
2.	Buzzards M.C.	3269
3.	Checkers M.C.	2769
4.	San Gabriel Valley M.C.	2722
5.	Victors M.C.	2489
6.	Rams M.C.	1930
7.	Shamrocks M.C.	1171
8.	Antelope Ramblers M.C.	1085
9.	So. Cal. M.C.	1081
10.	Viewfinders M.C.	592
11.	Desert M.C.	519
12.	Desert Challengers M.C.	385
13.	Spoke Benders M.C.	353
14.	Lost Coyotes M.C.	250
15.	Pasadena M.C.	205
16.	Barstow M.C.	199
17.	Calif. Gophers M.C.	141
18.	Foothill Hawks M.C.	110
19.	Four Aces M.C.	40
20.	Jackrabbits M.C.	30
21.	Sinners M.C.	27
22.	Hilltoppers M.C.	25
23.	San Pedro M.C.	25
24.	Dirt Diggers M.C.	21
25.	Scramblers M.C.	3

DISTRICT #37 LIGHTWEIGHT ENDURO STANDINGS—FIRST HALF

				Pts.
1.	700x	Dick Smith	B	180
2.	691x	Boyd Hjalmarson	A	135
3.	882x	Bob Ashline	A	135
4.	179x	Bill Menchem	A	115
5.	825x	Skip Hetrick	B	105
6.	803x	Paul Redwood	B	100
7.	80x	Bud Goosen	A	85
8.	714x	Bob Edwards	B	80
9.	297x	Jerry Ayers	B	80
10.	101x	"Dub" Smith	B	75
11.	75x	Al Lewis	B	70
12.	551x	Don Lewis	B	70
13.	914x	Dave Malone	B	70
14.	21x	Malcolm Smith	A	65
15.	67x	Dave Ekins	A	60
16.	804x	Bill Redwood	B	60
17.	5x	Gary Conrad	A	60
18.	684x	Bob Kulek	B	60
19.	40x	Ron Bishop	B	60
20.	55x	Lloyd Lingelbach	A	55
21.	602x	Paul Eichman	A	50
22.	322x	Dave Garrett	B	50
23.	917x	B.J. Schlumpberger	B	50
24.	250x	Willie Hockie	A	45
25.	640x	Joe Kulek	B	45
26.	295x	Tom Moto	B	45
27.	32x	Larry Haley	B	40
28.	670x	S.R. Elsner	B	35
29.	336x	James Close	B	35
30.	901x	Jim Ashlefeld	B	35
31.	836x	Nils Bergh	B	30
32.	809x	D. Goldsmith	B	25
33.	593x	Dave Megorden	B	21

INDY ROAD RACE

RAYBORN WINS; LAWWILL TAKES OVER POINT LEAD

Cal Rayborn scored his second National Championship win of his career, and the first this year, at Indianapolis Raceway Park's 110-miler. Rayborn, the winner last year of the Carlsbad road race National, dogged the rear wheel of defending champion, Gary Nixon, for 32 of the 59 laps before taking over and going on for the win with a new record.

Nixon went to the pits two laps later with ignition troubles and was never again on the track in competition. Rayborn then breezed to his second national road race win and maintained a steady 20 second lead over Dick Hammer, who finished second.

Hooray For Calif.

It was a big day for California riders as Mert Lawwill rode in for third place to give Dist. 37 all three places in the winner's circle and also give Mert Lawwill the National point lead for the first time this year over Nixon.

As is typical of road races, there were many setbacks due to engine problems and fall downs. Chris Draayer was the first to go. He was running 4th, right on the rear wheel of Rayborn when he shot off the track. The Utah ace then fell trying to get back on the track and broke his carburetor and was out.

Ralph White, riding the Norm Lee Triumph, worked his way from the back to well inside the first ten only to drop out with ignition troubles.

Roger Reiman, riding one of his best races this year, led the opening lap and then came from second to take the lead away from Nixon on lap 12 before dropping back again to second and then to third behind Rayborn before he too dropped by the wayside after the halfway point in the race.

Bart Markel climbed the racing ladder all the way to 4th place before dropping out with a burned piston a few laps after Reiman pulled out.

The tightest race at the finish and the late laps found a duel going between George Roeder and Dick Newell for 4th place. Earlier it also included former Daytona winner, Buddy Elmore.

An extra-long gas stop for Newell saw him drop off the pace set by Roeder but the late laps had the El Monte veteran, on a borrowed TT machine, again closing to within passing distance of the Ohio Farmer.

Rayborn, Hammer and Lawwill were the only riders on the same lap at the finish of the 59 lap grind on the extra fast Indy Raceway Park course. The weather was ideal, it was the first major road race win for H-D since Rayborn won Carlsbad last September. Cal was H-D mounted on a factory rig prepared in the plant in Milwaukee.

The 250cc Lightweight Race

The race for the small bombs can best be described as, Nixon and Yamaha, or, Yamaha and Nixon.

This hand-and-glove combination swept the boards clean like they did at Daytona. It also kept Yamaha's win streak going as Don Twigg also won the title for the Banzai Boys at Laconia last June.

Nixon jumped right to the front with an early challenge from Suzuki-mounted Dick Hammer. Earlier, Nixon and Ron Grant had won the two qualification heat races but Grant was one of the last off the starting line in the final and was running well back in the pack early in the feature.

As Hammer started to drop back from the flying Nixon, Grant was moving for Suzuki like a streak of Japanese lightning.

The last laps saw Grant catch teammate Hammer and the race for second went right down to the finish flag with Grant taking the spot on the last lap after much hassling with Hammer.

Dickie Newell replaced the injured Bobby Winters on the Yamaha team and raced in for fourth with Laconia winner, Don Twigg, placing a distant fifth.

The Kawasaki team saw Dick Mann come up with starting problems on the line. Mann spotted the entire field close to a lap before getting underway. The rapid redhead who now calls New York his home then came from way back to finish a closing 10th place.

The first Amateur across the line in the combined event was California's Walt Fulton. Although Walt rode a H-D in the Amateur big bike event the following day, he was Suzuki-mounted for this one in the 250cc race. He placed 11th.

Yamaha kept its fantastic "Mob Scene" in tact and placed six riders and machines in the first eight positions. It was again a new record for Nixon and his YDS-5 five-port Yamaha.

Amateur Big Bike Event

The best race, perhaps, of the entire two-day race meet came in the event for the Amateurs. The "California Kids," Art Baumann, Walt Fulton and Jimmy Odom, raised havoc, just as they did in the early laps last March at Daytona.

Baumann and Fulton ran one-two in the qualification heat race with Odom, a late entry and starting in last position, racing from last to finish a closing fifth. Jim Deehan placed third with Indiana rider Larry Roberts in fourth, a few feet ahead of Odom.

The final and it was Baumann and the Honda 450 straight to the lead with Fulton a close second and Odom right behind on the Matchless G-50 in third.

These three hot prospects for future Expert stardom made it an early lap runaway until Odom fell off and dropped back to 9th before he was again back in the race.

Here Comes Odom

Then the suspense set in. Odom was picking off rider after rider from the back, Baumann was throwing oil all over his machine and himself with a large blue cloud of smoke pouring from his machine and Fulton was starting to slow due to mechanical troubles.

Odom climbed all the way to fourth and overtook Ronnie Widman. Then the duel was on with Odom pulling even and Widman regaining the edge by a matter of inches and feet. Both riders were closing on Baumann and Fulton.

Both caught and passed the slow-running Fulton in the late, late laps and went by like Fulton was tied to a post. Then they set sail on Baumann.

It was not to be, however, as Art rode in for the win, minus any oil and plus loud engine noises. Widman managed to hold off Odom for second and Jimmy lost his first National event in the last five tries.

It was Honda, H-D and Matchless in the winner's circle and Baumann had ridden a perfect race. Odom had made one mistake and Widman finished with a broken clutch cable. Fulton limped in for fifth position.

Deehan also fell off, remounted, and finished in 11th. East coast rider, Jim Anzalone, on a Triumph, took fourth.

Novice 250cc Race

Yamaha grabbed seven of the first ten places in the Novice race but two Kawasaki riders took two of the top four places. One Suzuki was also in the front spots with a 6th place finish.

It was a big day for the first-year riders from the state of Michigan as four of the first five places fell to contenders from the Wolverine state.

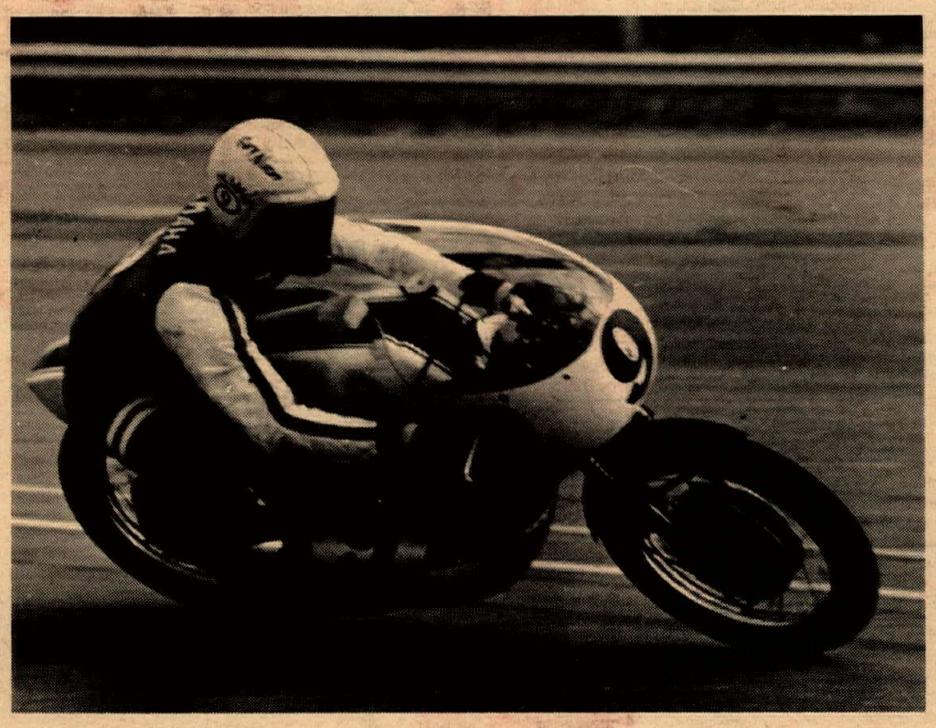
The winner was Yamaha-mounted Dave Bloom from Ann Arbor, Michigan who had a sizeable lead over veteran Indy Novice Bob Wakefield, Kawasaki-mounted. Wakefield was also a Novice back in 1962 when the only other National road race meeting was held at Raceway Park.

Yamaha captured both of the heat races with Bloom winning one and Duane McDaniels from Detroit winning the other.

(Results on page 16)

YAMAHA WINS AT INDY

TAKES FIVE OF SIX 250cc EVENTS !*



Gary Nixon, of Baltimore, Maryland, the hottest rider in the 1967 season, aboard the Yamaha he won the Daytona 250cc race with, does it again, this time in the 50 mile road race at Indianapolis Raceway Park...where he set a new record time and speed of 36.41 minutes and 82.8 mph.

1st place Novice Main David Bloom YAMAHA

1st place 2nd Am-Expert heat Gary Nixon YAMAHA

1st place 1st Novice heat Duane McDaniels YAMAHA

1st place and Novice heat David Bloom YAMAHA

1st Place—Amateur-Expert — Gary Nixon - YAMAHA

*In the sixth race – the first Amateur-Expert heat, Dick Newell on a Yamaha finished second behind Ron Grant aboard a Suzuki.

START SOMETHING NEW - RIDE THE WINNER

YAMAHA

SEE PAGES 11 & 12 FOR PHOTOS

CLUB DIRECTORY

Clubs please note: Send your information c/o Cycle News/Club Directory—P.O. Box 498, Long Beach, California.

Is your club listed here?

Listing in this department is free, contributed as a service to CYCLE NEWS readers and California motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Mail address P.O. Box 67, La Puente, 81746. Club address: 14402 Ragus St., La Puente. Ph. 330-5042.

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 847-7629.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Due $15 per year. 8272 Sunset Blvd., Los Angeles. (213) 656-8440.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, moto cross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Missouri. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy., Saugus, Calif. Post meeting refreshments.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB-Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467—2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona. 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB OF Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

CALIF. EAGLES M.C. road club, AMA chart. Member of RRC. Meets 2nd & 4th Thurs. at 1702 E. 65th St., Long Beach, Calif.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd — 4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CHECKERS MC, 1710 Magnolia Blvd., Burbank. Enquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CRUISERS M.C. of Santa Ana. A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St. Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DELTA FALCONS M.C., Oakley. AMA club competition and road riding. Meetings at 7:30 p.m. Fri. (Thu. during night racing season) at clubhouse, Hwy. 4 and Hillcrest, Antioch. Address: P.O. Box 555, Oakley, Calif.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CREEPERS. Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DIST. 37 SPORTS COMMITTEE. Contact President Jean Carter at 15543 Nordoff, Apt. 4, Sepulveda, Calif. for information on meetings. Ph: 894-2093.

DIRT DIGGERS M.C. AMA, ACA & FIM affiliated. Meets every Wed. at 8:30 p.m. in Barefoot Room of Cliff House Restaurant, 15145 Pacific Coast Hwy., Pacific Palisades. Mail Address: P.O. Box 2513, Culver City

DIRT DIGGERS NORTH, 1417 Joni Ave., Modesto, Calif.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Calif.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. Meets every Tues. at 8:30 p.m. at 13019 E. Los Nietos, Santa Fe Springs, Calif. For info call Paul at 699-0298.

FOUR ACES M.C. invite you to our meeting any Thurs. night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H. W. Borden, 5406 N. Maple-tree, Arcadia, Calif. GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 698, Vandenberg AFB, Calif. Phone (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

HAWTHORNE GOPHERS M.C. Competition and scrambles club. AMA charter. Meets 8 pm second Tues of each month at 4751 W. 166th., Lawndale. For info. call (213) 370—7630.

HI-HATS M.C. AMA Sanctioned. Meets every Tuesday 8:30 p.m. at C.A.P. building, Buchanan Field, Concord, Calif. Mail address: P.O. Box 467, Martinez, California.

HI-JINX FAMILY M.C. of Norwalk. Road runs, fun meets, competition, etc. Meetings held 1st Mon. of month at 7:30 p.m. at Jenkins Sports Ctr., 13200 San Antonio Dr., Norwalk. Visitors welcome, new members invited. For info call 864-2860.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 pm.. Post Meeting, refreshments. Mail address P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

KERN COUNTY TRAILBLAZERS M.C. Trail and competition club, AMA chartered. Mail address: Star Route Box 314, McKittrick, Calif.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C - Comp. club. Meets every monday 8 pm at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Calif.

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286—3756 for further info. Desert club and Baja M/C trips. (dirt riders only)

LOS PADRES M.C. Inc. of Ventura County. AMA sanct. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Phone 633-5417. AMA & RRC. Pres.: J. M. Jones - 983-2524.

LUCKY FEW M.C. Road Riding Club, AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot, 1241 Holt Blvd., Ontario, Calif. All married persons welcome to attend.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: 678-7621, 372-0536. Write: Box 90221 Airport Station, Los Angeles.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thursdays. Open for membership, visitors welcome.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 — 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Calif.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 3708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thu. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of Southgate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at Southgate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Enquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Club. John E. Stoner, Sr. President 474-4372 1418 E. 7th. St., National City or Charles Ray Myers, V.P. 4502 Gila St. San Diego (714) 274—3755.

PALO ALTO M.C. of Palo Alto, Calif. 100% competition riders. AMA chartered Sponsor of Northern Calif. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS of Sacramento. 100% Comp. riders since 1953. AMA chart. Meet every Tues. 8 p.m. at Aerojet Genl. Rec. Hall, Rm. 1.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P. O. Box 1241, Porterville, Calif.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club Address: 149 Apricot St., Oakview 93022.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif. Write Jim Collins, 14286 Keese Dr., Whittier, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. Phone (503) 476-2180 or 476-4018 for information.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 25224 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanct. Meets at 3044 N. Jackson St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAN GABRIEL VALLEY M.C. AMA Sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN JOSE DONS M.C. AMA sanctioned dirt events. Contact Joseph M. Berridge 343 Jerome Street, San Jose, California.

SANTA MARIA SADDELITES M.C. of Santa Maria, Calif. For club info, write to publicity chairman Stan Skinner 408 A-W. El Camino St., Santa Maria, 93454.

SAN PEDRO M.C. of San Pedro, Calif. AMA sanctioned. Meets every Tues. at 8 p.m. at T & O Yamaha, 502 N. Gaffey St. Phone: 831-0605. Mailing Address: P.O. Box 1588, San Pedro, Calif.

SAN RAFAEL M.C. - Meets at Cycle Town, 116 Greenfield Ave. San Anselmo, Calif. Every Thursday at 8:15 pm For further info call (415) 370—7630.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 North Main Street, Salinas, California.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Blvd., Reseda, Calif. Ph. 345-8678.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area.

SIDEHACK ASSN. Meets first and third Monday of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings begin at 8:30. Everyone welcome!

SIDEHACK ASSN. of So. Calif. AMA chart. Meets at Vineland Gardens, 6159 Vineland, North Hollywood, Calif. Meets 1st and 3rd Monday of the month at 8:30 p.m.

SILVER CITY SCRAMBLERS M.C. — Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS MC of L.A. area. AMA sanction Meets Fri. nite 11517 S. New Hampshire in rear. Refreshments during meeting. Ph: (213) 756-4858.

SO. CAL. M.C. Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank. Call TH 8-3839.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOUTHERN CALIF. TRIALS ASSOCIATION—English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SOUTHWEST CHAPARRALS OF CALIF., Meets 1st and 3rd Wednesday of each month at 7:30 p.m. at Motorcycle Goodies, 13446 Lakewood Blvd., Bellflower, Calif. 442-1646.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd and 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Calif. Phone: (714) 893-6811.

SPOKE BENDERS M C Inc. Desert competition club. Meetings 2nd and 4th Wednesdays at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque) Mailing address P.O. Box 296, Lawndale, Calif. Phone DA 6-0855.

STRIPED CRUSADERS M.C. AMA Chartered. Membership open to any and all competition riders. Meets weekly at 8 p.m. each Wednesday at 1615 Lincoln Blvd., Venice, Calif.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland, Calif. Mail address: P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. at 13220 S. Van Ness, Gardena (Rowley Park). Mail Address: 17207 Illinois Ct. Torrance. Call DA 4-7043 or 754-5991.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 — 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

THUNDERBIRDS M.C. 13442 South New Hampshire, Gardena, California.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C., INC. — AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS MC. AMA sanctioned. Meets Thurs. 8 p.m., Stroube and Alvarado Sts., El Rio. Mail address: P.O.Box 102, Oxnard, Calif. 485-5201.

VALLEY TRACKERS MC of Sepulveda, Calif. AMA sanc. Meets at 9010½ Sepulveda Blvd. every Monday at 8 p.m. Post Meeting. Mail address: c/o Don Mattson, P.O. Box 3367, Granada Hills, Calif.

VEGAS VALLEY M.C. Meets 1st and 3rd Mondays. Top quality competition club of scramblers and short trackers. Mail address Tom Jones 6316 Evergreen St., Las Vegas, Nevada.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VENTURA TWIN WHEELERS M.C., 2701 Alvarado St., El Rio, Calif.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif. AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB

of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVLERS M.C., of Vista, Calif. Road riding-club, meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

VIEWFINDERS M.C. A.M.A., Desert, TT, and social. Membership limited to those involved with motion picture and TV firms. 8340 Langdon #31 Sepulveda, Calif. 91343.

DISTRICT 37 SPORTS COMMITTEE FOR AUGUST

By Maureen Lee

The controversial office of a District Co-ordinator was the major subject for discussion at the August meeting of the District 37 Sports Committee. At the July meeting, the Gripsters MC asked for a motion that the office be abolished, but it was tabled until the then-newly-elected Commissioners had a chance to meet and discuss the whole problem of revenues, duties, etc.

They had met by the August meeting and asked that the body give them a vote of confidence to continue investigating this problem and all its aspects until the end of the year. They were also willing to offer their time gratis during this period to perform the functions of the Co-ordinator's office thereby not costing the District or the clubs any funds at all while finding out just how this office will function. In other words, they would attempt to function as the Co-ordinator until the first of 1968. Sloan (Rams) asked for a motion on this, but Jean Carter, President of District 37 so ruled that this be in effect as Chairman of the Sports Committee.

Ways and Means

During the discussion preceding this ruling three of the Commissioners, Sloan (Rams) Hurd (Foothill Hawks) and Lee (Powder Puff Ass'n) each spoke on various subjects. Sloan listed various new ways that had been considered for the District to finance the office, Hurd spoke on the fact that all District clubs are non-profit organizations and are therefore run on that basis even if some of them don't feel that they ought to pay anything into the treasury for the running of this office. He mentioned that some of the desert clubs in particular just don't realize how much territory has been lost recently to the desert rider, whereas if there had been someone to go out and contact landowners, etc., we might be in a better condition than we are.

Lee spoke on being present at a Riverside County Board of Supervisors meeting for a TT scrambles track where previous work by a Co-ordinator might have organized the motorcyclists' side of the story better, as the ranchers and farmers were better organized than we were. Sloan then asked that the body give the Commissioners a vote of confidence to continue working on this for a while with Kemp (Dirt Diggers) also making the same statement.

The motion to completely abolish the office of Co-ordinator finally came to a vote and was defeated overwhelmingly.

Bike Challenged

Ed Pearlman of the National Off-the-Road Racing Association was introduced and invited the District to compete in a sanctioned race from Tijuana to La Paz for dune buggies, jeeps and bikes on November 1st. They would also consider a race between these types of vehicles from Barstow to Las Vegas.

The bikes have done this run in 39 hours, while 4-wheeled vehicles have done it in 41 hours 45 minutes and 34 hours 45 minutes. A Rambler made it in 31 hours flat. The four-wheeled groups felt that since motorcycles are a single-rider unit it would be unfair to run them the same as the four-wheelers that carry two men, with chances for one to drive and one to sleep. Therefore the bikes will be allowed to run the event pony-express style with a fresh rider picked up about half-way down.

Currently the prize money is over $10,000 and could grow. There will be a $5,000 prize for the top eliminator. President Carter than said he wished he had been able to speak with Pearlman previous to the meeting as the District only handled sporting events and couldn't co-sanction a run where money was paid as this would make it a professional event. District members, however, can enter as individuals.

Pearlman then asked that there be a liaison established between motorcycle and 4-wheel clubs since we all have the same problems. They have 46 clubs in California with an average membership of 60 per club, and they feel they can work with us in many ways. He added that for the November 1st run the first two motorcycle riders entered as a team were the Ekins', Dave and Bud, who have accepted the challenge.

Pearlman's addresss is: N.O.R.R.A., 19720 Ventura Blvd., St. #5, Woodland Hills, Calif. Phone: 883-4140.

New Rules From Comp. Comm.

The Competition Committee rules from the last meeting included the following:

As of August 1st, a 21" Novice class will be instituted for scrambles and desert events. District rules of six riders to make a class will still be enforced and if there are not enough entries to comply, they will be moved up to the next highest displacement class.

Additionally, at European scrambles Div. III, the trail bikes will have a separate start. Division I and II will start together but in a separate race, and Lightweight Amateur and Expert classes will start together. Also, European scrambles courses shall not exceed 3 miles, and they will constitute an enclosed-type event with the course marked by ribbons, rope, stakes or lime, the race to run a minimum of half-an-hour and a maximum of one hour. At the promoting club's discretion a parade-type lap may be taken to familiarize riders with course layout. If any club allows pre-race practice, either the day before or the morning of the run, the Committee recommends that said club shall not be allowed to have a point run the following year. The Committee also feels that by "enclosing" the course, i.e., marking the whole thing, a rider can walk out and see what he might run in to before his race starts and as Lynn Wineland (Pasadena) explained, the whole idea of a European scrambles is to provide a race similar to those run in Europe. These new rules will help clarify the matter, and stop the practice that has been taking place on such courses.

The meeting closed with mention of the District 37 run for 1967 which will take place August 26-27 (watch for posters) using part of the present Bay Mare track. Points will be paid for both desert and scrambles; folding footpegs and Class C not necessary though ball-end levers are. Races will be one hour long; there will be no Powder Puff class but there will be a Sidehack Class. This is a Grand Prix with an entry fee of $4.00, the whole event to take place Saturday and Sunday with overnight camping and a party (complete with a talent contest) Saturday night.

CYCLE PROFILE: BOB WINTERS, NATIONAL NUMBER 21

by W. M. Askins

Bob Winters achieved the dream of so many cycle racers, to leap up out of the ranks and into the national spotlight as one of the famous stars.

Last year Bob was a good rider, like so many racers. Then, the break all ambitious riders aspire to have happen came. He was a last minute addition to the Yamaha Racing Team. That did it.

He became the talk of the racing circuit in 1966 by pacing the Yamaha squad to an incredible 8-out-of-the-first-10 places victory in the 1966 Daytona International 100-mile national championship.

This year National Number 21 has been in competition with the best riders in America, mounted aboard his Yamaha Special 5-port racing machine. He also competes regularly on a BSA in dirt track and road racing events.

Fluke Accident

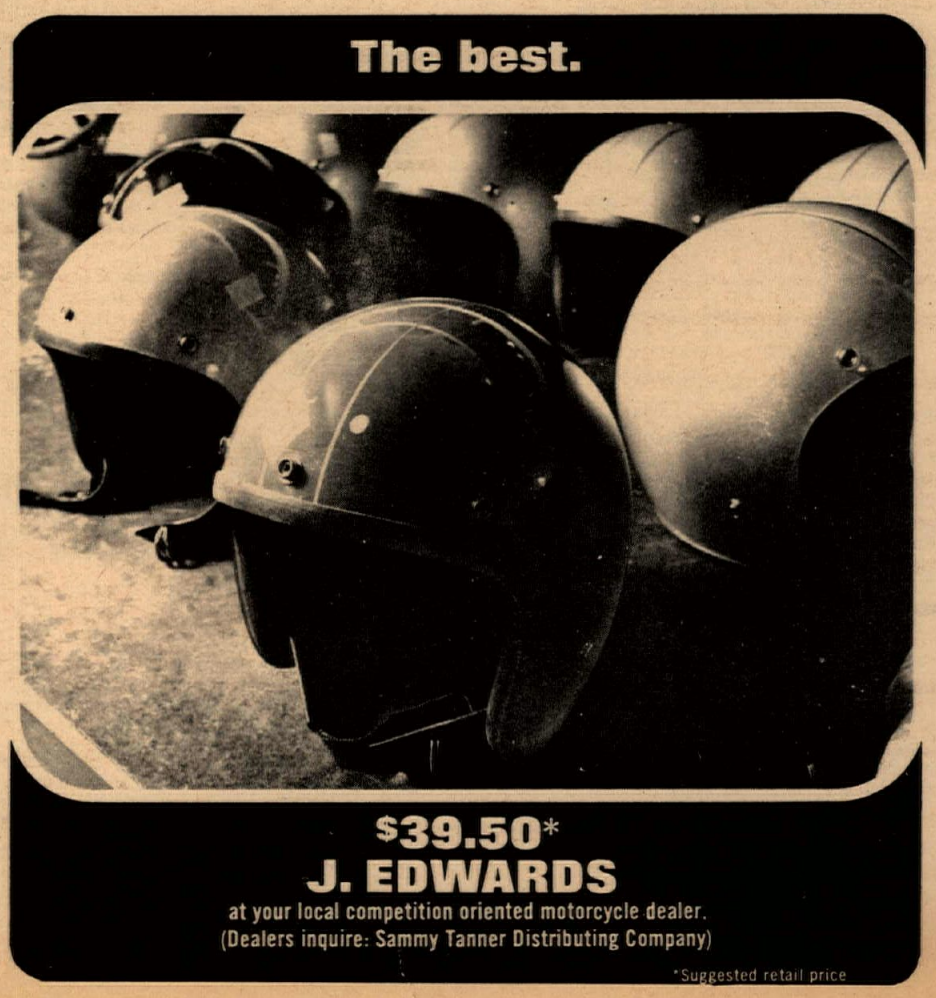
Unfortunately, Winters is now sidelined by a broken leg received (ironically) in the pits at Ascot Park, but he hopes to return to action before the end of the year.

During the 1965 season, Bob captured 3rd spots at such places as Laconia, N.H., Des Moines, Iowa, Meadowdale, Illinois, and St. Louis, Missouri. Also in 1965, Bob entered an independent Yamaha in the Daytona classic and paced the pack in third position for more than half the race before his engine blew.

Steady Upward Climb

Bob, now 26 years of age, first started racing sportsman scrambles events back in 1960. It wasn't until 1963 that he took a more serious interest in racing and became a Novice, eventually moving through the rank of Amateur and into the Expert category in 1965.

Hailing from Fort Smith, Arkansas, Bob and wife Ann have a little boy, 14 months old, named Robert Mark. When not racing, Bob manages the Winters Cycle Shop for his dad, who is also a racing "bug".



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DUNSTALL NORTON cam, needle bearing, pressure oil feed, new $75. (213) 823-1271 evenings before 9.

AMAL 32mm concentric carbs, left and right with cables $50 pair. (213) 823-1271 evenings before 9.

1967 BULTACO LOBITO 100cc scrambler, extras, must sell, make offer. 247-4043.

1966 BULTACO 175" Sherpa scrambler, perfect, must sell $450.00. 247-4043.

1965 DUCATI TT Bike, very fast, must see to appreciate, many extras. 247-4043.

NEW – large Buco saddle bags, with mountings and lights, luggage rack and Bates windshield $50. 714-542-0697, 714-542-0697.

'65 650 TRIUMPH, doggie looking, good condition & price is right $600. Call Mrs. Finley 833-4451.

'65 GREEVES CHALLENGER, completely reworked including new gearbox bore, piston, rings, rod & bearings, bronze exopy paint. $550 or best offer. Call Mrs. Finley 833-4451.

55 CHEV. ½ ton panel, new motor, trans, tires, battery $350.00. 4 Indy tires used $75. 6" Craftsman mach. lathe $85.00. Consider trade or cash. 714-530-3812.

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THE FINISH LINE

By Roxy Rockwood

The last column for a few weeks as we are off to the Midwest for a couple of Nationals and a flock of county fair half-miles and short tracks in Minnesota, Iowa, Wisconsin and Illinois.

A good show at Indy last weekend. Nixon is the rider to beat on both the big and small jobs and he proved it once again by winning the 250cc race and leading the National big bike event until ignition troubles set in.

Gary has lost the National point lead for the first time this year. Mert Lawwill, who has led the National chase in past seasons, but never before this late in the race, is now in front.

Gary and Mert now head for the National short track at Chicago and the National TT's at Peoria. Gary has a slight edge on Mert when it comes to short tracking but Mert is the kingpin on the TT's.

Four Straight in Calif.

After these two events the two riders then come back to California for four straight Nationals at San Jose, Ascot, Sacramento and Carlsbad. You can rate them both dead even in all four races. California will once again decide who will be Number One next year. Neither rider has ever held the top spot and carried the much sought after digit.

A fine ride by Cal Rayborn at Indy last Sunday. All of the spokes in his rear wheel were ready to fall out at the end of the race. Polished Art Baumann, who now lives within a shadow of Ascot, was super-smooth and was out of oil at the finish.

California has long been low on top-flight Amateur road racers but Baumann, Odom and Walt Fulton have changed all of that and they will meet for the final time this year at the Carlsbad National in September. These three will put on a show that will rival the Experts.

Odom is now the most sought-after rider since Dan Haaby was an Amateur. The offers are rolling in as he can win on any type track and any brand of equipment. No decisions until after November on this subject.

Baumann is now looking for a dirt track ride in the TT's and half-miles. A hot prospect for some dealer or distributor, as this lad is marked for stardom next year as an Expert, but is wise enough to want to get dirt experience against the likes of Odom and the rest of the yellow plates.

Markel Okay Now

Markel is now healed from his foot injury from last month. He took a wild spill on a half-mile the night before the Indy road races. A rider fell in front of him and gave him no way to go but up and over.

Talked with both Markel and Nixon and both are ready to come into Ascot for the Eight-Miler next month and win it all. They each won at Ascot last year. Gary from the back row — Markel from the crashwalls.

Gary and Bart could one-two the hot and cold running local kamikaze pilots and become the first from out of state to win the big one. Time will tell.

Mel Lacher, Chuck Jones and now Jim Nicholson coming up as the late season hotdogs on the Ascot half-mile. None are yet consistent winners but then who really is anymore at the home of the champions?

Chalk up another fine ride for Ron Grant in the 250cc race at Indy. He and Hammer are potent on the Suzukis when the bugs are all finally eliminated.

Skip Van Leeuwen backing up his lucky National win with another regular season TT victory. Skip has finally arrived and may stay to visit the front spot for many a race coming up.

Back in a few weeks. Carlsbad will, repeat, host a Novice road race at the Nationals in September. They were not on the original entry list due to a gun jumper by the AMA GHQ. There will also be a big bike Amateur race.

The last warmup prior to the National comes up on Aug. 20th. Don't miss it if you want to be a contender at the Nationals.

Aggie has also added a short track race at the Lancaster Fairgrounds at the yearly Fair the end of this month. This Fair drew over 80,000 people in three days last year. Look for a west coast record crowd to attend the races.

WEEKEND OVERNIGHTER SLATED FOR DIST. 37 FUND

"Amateur Hour" runs from 7 to 9 p.m. (making it two hours) Saturday night, August 26 at the party-time portion of the District 37 Grand-Prix overnighter at Bay Mare this month. So bring your guitar, zither, harmonica or what have you to entertain the campers and win a cash prize while resting between two jam-packed days of scrambles-desert racing on an all-new course. There'll be a lively band on hand for dancing 'til the wee hours after the amateurs do their thing.

And it's all for a very good cause — the District 37 Competition Committee treasury. Folding footpegs and ball-ended levers will not be enforced. Dist. Pres. Jean Carter promises a good time for all. Send your entries to him at 15543 Nordhoff, Sepulveda, Calif. 91343. Entry fee is $4.

Needed: Private Mountain

by J. Ray Chenowith

Anyone have a private mountain motorcyclists could use?

If so, the Santa Clara County Parks and Recreation Commission would like to know.

The commission this week was requested by a group of motorcyclists to open up 75 acres not more than 25 miles from the center of San Jose, Calif. as a place where they can ride.

Commissioners asked the recreation department to see if it can find suitable undeveloped land.

Recreation Director B.V. Amyx said he doesn't think the county owns any land that would be suitable for the motorcyclists.

The commission told Amyx that if he can't locate a suitable site, he might suggest means of getting access to private property which contains a mountain.

There presently is a racing and hill climb area for motorcyclists near Uvas Dam, but it is on private property.

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